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Loading Lumber for Export at Vancouver. (See page 31.)

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WEEKLY BULLETIN

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Ottawa.

Monday, July 7, 1919.

No. 805

STEAMSHIP SERVICE BETWEEN MONTREAL AND ANTWERP.

Canadian shippers and manufacturers are advised that the steamship *War Beryl* of the Canadian Pacific Ocean Services, Limited, is scheduled to make her second voyage from Montreal to Antwerp about July 29. Manufacturers are assured that there will be no difficulty in getting space on this ship if they act promptly.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

Dr. J. W. Ross, Shanghai.. . . .	Now in Western Canada, leaves for Shanghai sailing from Vancouver July 24. Correspondence should be addressed c/o Union Bank, Vancouver.
B. S. Webb, Buenos Aires.. . . .	Now in Canada.
G. B. Johnson, Rio de Janeiro.. . . .	" "
D. H. Ross, Melbourne.. . . .	" "
J. E. Ray, Manchester.. . . .	" "
W. J. Egan, Cape Town.. . . .	" "
W. A. Beddoe, Auckland.. . . .	Will arrive in Ottawa about July 16.
Harrison Watson, London.. . . .	Will arrive in Ottawa about September 15.
H. R. Pousette, address, Sarnia, Ont.. . .	Has returned from Overseas but has not yet been assigned to any post abroad.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

RAILWAY MATERIAL WANTED FOR SIBERIA.

Mr. L. D. Wilgress, Canadian Trade Commissioner at Vladivostok, Siberia, writes that Lt.-Col. MacFeat, the British representative on the Inter-Allied Purchasing Committee recently formed for the purpose of obtaining the supplies required for the Siberian railway systems now under control of the Inter-Allied Railway Committee, has requested that Canadian manufacturers of railway materials send catalogues.

Canadian manufacturers in a position to supply rolling stock, rails or other railway supplies should send catalogues addressed to: Lt.-Col. MacFeat, care L. D. Wilgress, Esq., Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok, Siberia.

OPENING FOR CANADIAN HOPS IN THE UNITED KINGDOM.

TRADE COMMISSIONER J. E. RAY.

Manchester, June 14, 1919.—The Hop Controller of the British Board of Trade states to-day that hops produced in the British dominions during 1916 or later will now be licensed freely on application.

As the beer barrelage has recently been increased considerably, there should be an opportunity for Canadian exporters to augment their sales in the United Kingdom.

The imports naturally rise and fall in sympathy with home production; but the annual purchases from abroad are always large enough to interest Canadian producers who have surplus stocks to offer.

The following table shows the quantities imported from 1913 to 1917 (latest statistics available), and the countries of origin:—

	1913. Cwts.	1914. Cwts.	1915. Cwts.	1916. Cwts.	1917. Cwts.
Russia..	236	.....	134	747	—
Germany..	31,110	9,485	68	.....	—
Netherlands..	1,446	36	808	340	—
Belgium..	23,087	6,092	34,194	17,382	5,427
France..	1,139	1,054	26,261	12,191	—
Austria-Hungary..	1,114	71	.....	.....	—
United States..	187,229	79,860	134,831	107,495	1,231
Mexico	676	.....	.....	.....	—
Other foreign countries..	6	2	710	.....	—
Total from foreign countries..	246,043	96,600	197,006	138,155	6,658
Australia..	104	108	.....	259	391
New Zealand	1,841	359	2,614	3,193	140
Canada..	14,196	239	717	6,800	1,889
Total from British possessions.	16,141	706	3,331	10,252	2,420
Total..	262,184	97,306	200,337	148,407	9,078

In 1912 samples of Canadian hops were received by the writer and distributed amongst the large breweries at Burton-on-Trent. The quality was reported upon favourably. As the present appears to be an opportune time to quote buyers, a list of the leading breweries accompanies this report and may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (quoting file No. 22312).

SCARCITY OF JAM IN THE UNITED KINGDOM.

TRADE COMMISSIONER J. E. RAY.

Manchester, June 14, 1919.—A number of provision merchants have been interviewed this week regarding the future demand for jam. With the exception of marmalade, jams of all kinds have been scarce and dear for some time. At the present time it is almost impossible to procure a small supply. The general opinion prevailing is that even the liberal grant of sugar to householders for the purpose of making jam will only meet the situation in part; and however large the home crops of fruit may be they will prove inadequate to meet the demands of the consumers. Furthermore, prices of preservable fruit are likely to be so high that only a small proportion of the people will be in a position to purchase them for preservation. Strawberries, although plentiful, are commanding \$2 per four-pound basket. Gooseberries are 18 cents per pound, and raspberries and currants are expected to command exceptionally high prices. There is no indication that plums and damsons will be plentiful or cheap. It seems therefore that Canadian firms would not be ill-advised to manufacture as much jam as possible for export to the United Kingdom during next winter, with the probable exception of apple jam and jelly, which are not popular with consumers.

About 1,000 cwts. were imported annually in normal times. It is worthy of note that in 1917 no less than 163,754 cwts. of jam were imported from Australia.

COMMERCIAL AND FINANCIAL NOTES FROM ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

Exchange Monopoly Removed.

Milan, May 31, 1919.—The exchange monopoly exercised by the National Institute of Exchange ceased to exist in Italy on May 15 in virtue of a government decree to that effect. From now on the operations connected with the buying and selling of foreign credits will be conducted by the issuing banks, viz., the Banca Commerciale Italiana, Credito Italiano, Banco di Sconto, and Banca di Roma, and the other banking institutions of the Kingdom which have been acting as agents of the institute. The modification made by the present decree does not place exchange, however, on the open market, as it is still controlled along the lines intimated, while the institute itself will have general inspection of the operations of the banks and credit institutions in so far as exchange transactions are concerned.

According to the decree the sale of foreign drafts can only be made for the following purposes: (1) to defray payment for goods bought abroad according to the import restrictions prevailing; (2) to meet obligations incurred abroad before March 11, 1918, or subsequently recognized by the National Institute of Exchange; (3) for the reimbursement of lire credits due to foreign banks by Italian banks; (4) for providing for the personal expenditure of those, who having property in the Kingdom, reside abroad for business or professional reasons.

There is still a strong opinion in the country among the commercial and financial classes that all control governing the purchase of foreign exchange should be released and the present decree indicates a movement in that direction.

Non-Necessity of Government Approval for Capital Issues.

By recent Government decree (April 24, 1919), there have been abrogated the regulations which subjected new capital issues to Government approval.

Italy's National Debt.

In a recent speech of the ex-Minister of the Treasury, the Hon. Mr. Nitti, it was pointed out that the national debt of Italy within a short time would probably be approximately 80 billion lire, such calculation being based on the increasing expenditure, which from 1,400,000,000 lire for March, was approaching the two billion lire mark per month. Last November the Hon. Mr. Nitti estimated Italy's national debt, old and new, at 63 billion lire. Italy's pre-war debt was 14 billion lire.

Revenue from War Profit Taxes.

The revenue derived in Italy from the taxes and supertaxes on war profits is stated to be, up to the beginning of 1919, lire 1,570,019,185. When account is taken of the 1919 increases and the arrears to be collected it is estimated that the two billion mark will have been reached. Almost two-thirds of this total amount has been yielded by the three provinces of Milan, Genoa and Turin.

Italian Banking Association.

There has recently been constituted at Milan an Italian banking association from among the more important credit institutions and from among a considerable number of the smaller banking firms of the Kingdom. Its head office will be at Rome, with branches in other principal cities. The scope of the association is as follows:—

(a) To aid in developing Italy's financial and banking operations by the legitimate protection of interests common to the various bodies constituting the association.

(b) To protect and emphasize the requirements of the banks by following legislative enactments and by timely representations to the Government.

(c) To interpret by means of a permanent consulting bureau the legislative enactments as they affect fiscal and banking questions.

(d) To maintain a better understanding among the banks themselves by amicably settling at request particular questions which may arise.

(e) To foster education in the science of banking.

(f) To establish relations with similar associations existing in Italy and abroad.

Participation in the association does not imply any coresponsibility on the part of the adhering members for the individual operation of the various constituents.

The association is divided into five sections as follows: (1) co-operative banks; (2) ordinary banking institutions whose capital is over 30,000,000 lire; (3) ordinary banking institutions with capital below 30,000,000 lire; (4) saving banks and the Bank Monte di Pietà; (5) private banks.

Some of the more important questions immediately to be studied are: (1) tax reform and fiscal problems; (2) National Institute of Exchange and provisions for the recommencement of commercial relations with foreign countries; (3) the protection of security holders; and (4) credits toward foreign countries.

Increase in Italian Paper Currency.

The following table shows the increase in Italy's paper currency from July, 1914, to August, 1918, the latest date for which figures are obtainable:—

Date.	Bank Notes in Circulation (in Million of Lire).	State Notes in Circulation.	Total.
July 31, 1914..	2,265.2	499.1	2,764.3
December 31, 1915.. . . .	3,968.0	1,082.1	5,050.1
" 31, 1916..	5,012.4	1,317.3	6,329.7
" 31, 1917..	8,425.0	1,748.8	10,173.8
August 31, 1918	10,369.6	2,018.8	12,387.6

Italian Sulphur Production.

There has been an appreciable reduction of late years in Italy's sulphur production and it is feared in some quarters that despite the Government measures taken for protecting and stimulating the native industry, American sulphur will eventually replace Italian even in European markets.

The table herewith given illustrates the declining production and at the same time the corresponding decrease in the output of sulphur products:—

Year.	Crude.	Refined.	Worked.
1910..	430,360	169,093	171,570
1914..	337,843	149,100	165,362
1915..	358,107	116,358	140,414
1916..	269,374	50,900	12,200
1917..	211,817	71,585	44,320

The production of crude sulphur in 1917 (the last year for which authoritative figures are obtainable) was only 49 per cent of that in 1910, while the production of refined sulphur in 1917 was 42 per cent the output of that in 1910. The greatest drop, however, is in the worked sulphur, whose output in 1916 was only 7 per cent of that of 1910.

Rolling Stock Situation in Italy.

Italy is reported to have at present 110,000 freight cars, 10,100 passenger cars, 4,080 baggage vans and 5,526 locomotives. Belonging to the railways of the Trentino

and of Venezia Giulia there are 352 locomotives, 700 passenger and baggage cars and 9,260 freight wagons. To these figures must be added 123 locomotives, 2,360 freight cars and 100 passenger cars assigned to Italy by the Italian Armistice Committee at Vienna to replace the Italian rolling stock removed by Austria. There are now in construction for the Italian railways 726 steam locomotives (150 of which were ordered in the United States), and 38 electrical locomotives. The American locomotives are now being delivered and some are already running on the Italian railroads. In addition Italy is receiving 200 German locomotives and 64 Austrian and Czecho-Slovakia locomotives for effecting the transport of goods destined to feed German Austria and Bohemia. Moreover, there are now under construction for the Italian railways 640 passenger cars, 300 baggage vans, and 27,723 freight cars.

Ten thousand of these latter have been ordered in America, and it is reported their consignments will commence this month.

The Government is also reported to be making new contracts to Italian firms, such orders to call for 560 passenger cars, 300 baggage cars, and 2,150 freight cars.—(*La Finanza Italiana*.)

ITALY'S IMPORTS OF RAW AND SEMI-MANUFACTURED MATERIAL.

TRADE COMMISSIONER W. McL. CLARKE.

RAW MATERIAL IMPORTED INTO ITALY.

Milan, June 5, 1919.—In view of the fact that Italy is so conspicuously lacking in national supplies of raw material for her industries it should be of interest to reproduce herewith the principal raw and semi-manufactured products imported into Italy during the last peace and war years respectively, viz., 1913 and 1917.

Raw Material.

Article—	Unit.	1913.	1917.
Residuum of the distillation of mineral oils..	Quintals.	470,973	712,299
Gums and resins..	"	207,038	222,836
Basic slag..	Tons.	119,257	—
Raw jute..	Quintals.	419,774	281,693
Hemp, flax and other vegetable fibres, excluding cotton, raw..	"	226,325	38,060
Cotton..	"	2,018,808	1,794,421
Wool, and wool wastes..	"	221,902	391,057
Lumber..	Tons.	1,367,875	232,843
Raw hides and skins..	Quintals.	245,264	183,960
Lead minerals..	"	9,552	4,838
Scrap iron, pig-iron and steel..	"	3,262,307	2,269,575
Stones, earths, chalks, lime, cements and non-metallic minerals..	Tons.	1,289,302	432,887
Coal..	"	10,834,008	5,037,497
India-rubber (raw)..	Quintals.	32,797	70,585
Oats..	Tons.	106,412	287,435
Barley..	"	3,689	26,766
Bran..	Quintals.	106,176	10,591
Oil seeds..	"	935,246	487,428

Semi-manufactured Material.

Article—	Unit.	1913.	1917.
Silk..	"	28,452	12,536
Fixed oils for industrial use..	Quintals.	322,967	203,382
Mineral oils and benzine (excluding petroleum)..	"	962,114	2,162,817
Caustic potash and soda..	"	172,415	178,512
Carbonates and bicarbonates..	"	552,995	311,283
Nitrate of sodium..	"	675,344	1,041,500
Sulphates..	"	768,214	108,658
Chemical manures..	Tons.	72,228	—
Paraffin wax..	"	247,147	262,813
Various chemical products..	"	208,155	261,766
Colours, paints and varnishes..	"	119,262	73,533

Semi-manufactured Material.—Concluded.

Article—	Unit.	1913.	1917.
Wood-pulp..	"	962,717	196,496
Pig-iron..	"	2,216,884	3,159,537
Iron and steel castings..	"	72,876	428,944
" rods and wire..	"	962,598	4,239,709
Copper, brass and bronze..	"	354,132	861,563
Lead and its alloys with antimony..	"	115,722	262,832
Tin and its alloys..	"	30,660	32,615
Zinc..	"	182,241	193,829
Various metals and metallic alloys..	"	105,665	73,037
Enamel..	"	12,154	5,105
Tiles..	Quintals	241,568	74,310
Fats..	"	249,016	155,704

During the quinquennial period 1913-17 the value of the raw material and semi-manufactured products introduced in Italy, together with their proportional percentages to total importation, was as follows:—

Year.	Value In Million of Lire. (Raw Material.)	Proportional Percentage.
1913..	1,387	38.0
1914..	1,193	40.8
1915..	1,508	45.2
1916..	2,017	16.9
1917..	2,246	29.0

(Semi-manufactured Products.)		
1913..	705	19.3
1914..	580	19.8
1915..	579	17.4
1916..	936	17.2
1917..	1,915	24.7

Although neither the figures for 1913 nor those for 1917 may be taken as an accurate criterion by which to estimate future needs, owing to the fact that there will be a reduction in some requirements and a greater demand along other lines to satisfy industrial needs, yet it may be predicated that the working out of the national policy now being so intensely advocated in Italy and which is so persistently calling for "made-in-Italy" goods will entail, if realized, very heavy importation of raw and semi-worked material.

NO PRESENT MARKET FOR FERRO-CHROME IN ITALY.

In reply to an inquiry regarding the market for ferro-chrome in Italy, Mr. W. McL. Clarke, Canadian Government Trade Commissioner in Milan, Ita'y, writes as follows:—

"I find that there is no present demand in Italy for ferro-chrome as the stocks now existing cannot be disposed of at any price, there being no call for the product. During the war I understand, the ferro-chrome imports into Italy came forward from England and the United States in parcels of 50 tons, but at no time was there a very heavy importation. Chrome ore was also imported during the war for the manufacture of ferro-chrome which was carried on by at least three Italian firms, one of which I am told has already become insolvent.

"Should the armour-plate industry show signs of revival it is stated that Italy will probably again be in the market for ferro-chrome. The use of this alloy for the manufacture of cutlery has no interest for Italy at present."

THE PROSPECTS FOR FISH IMPORTATIONS INTO THE WEST INDIES.

TRADE COMMISSIONER E. H. S. FLOOD.

Bridgetown, Barbados, May 12, 1919.—In a report published in the *Bulletin* (*Bulletin* 641) on the import of fish into the West Indies for 1913-14, the total imports without deducting re-exports were valued at £492,438. Most of the re-exports, which were valued at £35,441, were from Barbados to the Northern Islands. The variety of fish and total values were as follows:—

Dried, salted and smoked..	£363,852
Fresh fish..	716
Pickled fish..	85,386
Canned, preserved, or bottled..	42,484
Total..	£492,438

In the report referred to Canada is credited with about one-half of the fish. The table there given shows the countries of origin and the items of re-export included for uniformity:—

Canada..	£262,844
Newfoundland..	84,454
United States..	43,343
Other countries..	66,356
Re-export..	35,441
Total..	£492,438

The statistics given above are from West Indian returns and for the years 1913-14, the last available being used. The value shown for Canada approximated closely to that shown in Canadian customs returns. Attention must, however, be directed to the fact that a large part of the dried fish coming to Barbados and Trinidad is from Newfoundland. The quantity now credited is probably all direct shipments by schooner, there being no steam communication. A large quantity is also transhipped at Halifax and New York and come to the West Indies by steamers, and is credited in the returns to Canada and the United States respectively. It is probable that the value of dried fish coming from Newfoundland is at least double the figure shown.

DRIED FISH.

In considering the possibility of increasing the importation of dried fish from Canada, it must be borne in mind that the chief competitor is Newfoundland, and that fish from Newfoundland is sent down on consignment. This method is preferred in the West Indies; and it is accepted that the fish consigned is packed specially for these colonies and is not quite up to standard or of the highest grade. It appears that Canadian firms either have not a sufficient surplus of dried fish for consignment, or do not find the results of this method of selling satisfactory. If this is the case, it is not easy to see how a greater quantity of this trade can be obtained unless by greater care in preparing the fish.

CANNED FISH.

In canned fish the trade might be increased. This depends in the first instance on the price, which is now double what it was before the war. While prices keep up, there can hardly be an increase expected, but with a return to normal conditions an effort ought to be made to obtain more of the trade. This might be found in making trade more attractive both in better methods of marketing, better labels, and more attention given to the quality of the fish. Promptness in shipment is a matter to

which the attention of Canadian shippers ought to be drawn, as complaints are often heard that Canadian canned fish takes too long after having been ordered to reach this market. A firm here writes me in regard to an order: "From a British Columbia firm 500 cases of salmon were ordered and took four months to reach here. A competitor ordered salmon from a commission house in New York at the same time. His salmon arrived in two months, whilst mine took four months to reach here, and both were ordered from the same packer in British Columbia. This is why the United States has a great deal more business in this line than you have." This may be an exceptional case, but canned goods from British Columbia are nearly always slow in reaching the West Indies. When the canal is opened and shipments are direct, this difficulty no doubt will be overcome.

Speaking generally of canned fish, it may be said that as the West Indies is a very cheap market, no expensive fish could hope for consumption among the masses. The price of canned fish is too high to reach this class of buyers.

The following notes on certain of the canned fishes imported may be of interest:—

Pilchards.—In the last year, three consignments of this fish (in tall pound cans) have come into this island. The cans sell now for 24 cents, as against 36 cents for salmon. The price is the object. The fish has been well received, and if the price is kept down will hold the market.

Herring.—Those in flat tins and put up in tomato sauce have been coming from Great Britain in small quantities, but price too high to command any considerable sale. Canadian herring, if similarly put up, would also find a sale if the price was not higher than that already in the market.

Codfish, boiled and boned, in cans is claimed not to keep well in this climate; for a time was on the market, but retail price too high; very nice; not given a fair trial.

Haddock, canned.—Already a small sale imported from England; none as yet from Canada. Not a good market for chicken haddock, as apart from price the fish is not liked in Barbados.

Hake, flaked and canned.—Remarks on codfish (above) would apply. I do not find any has yet been imported put up in cans.

Sardines.—The demand is for the cheapest grade—pre-war retail price per single tin averaged 7 cents. The case would therefore cost landed in Barbados about \$6. The tin contained seven or eight sardines. A better class of trade requires a medium sardine with from ten to twelve in the tin, and recent quotations for these have been \$12 per case. The \$15 case f.o.b. Canada, to which you refer, would be too high to obtain any large sale, though there would be a small demand. At present a very good Canadian sardine is selling at 18 cents the tin retail, about \$15 a case landed. All of these would be done in cotton-seed oil; olive oil (Norwegian) of a high grade are found in the best stores, but have only a very limited sale.

CURING AND PACKING.

It is possible that an increase in demand may be created for canned fish. The population of these islands has been increasing, whereas the imports of dried and pickled fish have not been increasing, due perhaps to the fact that the price of this variety of fish has advanced, and further that the import duty in some of the West India islands is now higher than a few years ago. These two causes acting together may account for the fact of less consumption, particularly among the poorer classes. On the other hand there has been in the last ten years an increase in the demand for canned and preserved fish. Salmon and sardines are mostly imported, but we find now a greater variety coming into the market.

In general, nothing can be said against Canadian curing or packing of fish, except in the case of pickled fish, the barrel being sometimes frail and lightly made with the consequent leakage of the brine and staling of the fish. The Newfoundland barrel is of a harder wood and more firmly made, the fish remaining in condition longer.

As regards dried and salted fish there is not much difference between the Canadian and Newfoundland pack. It is stated, however, among the trade that Newfoundland fish will probably keep longer in this climate on account of a "drier cure." It is stated also that Newfoundland pickled herring keeps in good condition longer than Canadian, and brings a slightly better price. It is to be noted that the price of both pickled and salted fish in this market has doubled since the war.

The bulk of the fish comes from Halifax and New York by steamer. The freight rates from both countries are practically the same. Newfoundland is to some extent handicapped, as its fish requires to be transhipped either at Halifax or New York or to take the long journey by schooner. A small quantity of pickled fish comes by schooner from Nova Scotia. Transportation facilities appear ample from the Maritime Provinces, and will no doubt be from British Columbia when a steamship service is available through the canal, which will increase the export of Canadian canned fish to the West Indies.

There is apparently no differentiation as regards freight. A customs preference of 20 per cent is allowed on Canadian, Newfoundland, and British fish as against American.

The bulk of dried fish comes from Canada and Newfoundland. Newfoundland consigns its fish, whereas this method of selling is not popular in Canada. Canned fish is not consigned, but shipped on order from the canneries. New York commission houses for the most part ship United States canned salmon and also some British Columbia.

Containers of standard design appear to be used by all countries alike for this market. In case of salmon, pilchards, herring, etc., the high can is used.

There are no regulations in this market governing the kind of label on cauned fish, or on any package containing fish. There is a similarity in the put-up of all countries.

PRICES.

Prices fluctuate greatly, and as the bulk of the fish, except canned, is consigned, the price depends entirely upon the market supply. In tropical countries it is impossible to hold fish for a favourable market. It must be sold at once.

Salmon.—Quotations in April on canned salmon were:—

Chicago, red, \$12.50 per case duty paid; pink, \$9.50 per case duty paid.

Canadian and other American, red, \$11.50; pink, \$9.

The Chicago brand of salmon referred to costs at least 5 per cent more wholesale and is retailed in Barbados at 36 cents per tin for the red, and 30 cents per tin for the pink.

Codfish, dried and salted.—The price in April was from \$62 to \$66 per cask, c.i.f. Barbados, or approximately \$66 to \$70 duty paid. On May 13 quotations were about \$10 per cask lower. The pre-war price of the same fish was \$24 to \$28. This fish retails in Barbados at 20 cents per pound. The former price ranged from 8 to 10 Vladivostok, Siberia. Catalogues and other printed matter up to 4 pounds 6 ounces in weight and trade samples up to 12 ounces in weight can be sent in the letter mails to Vladivostok and other parts of Siberia.

REPRESENTATION OF CANADIAN MANUFACTURERS IN FRANCE.

Mr. Philippe Roy, Commissioner General of Canada in Paris, France, writes, laying emphasis on the importance of Canadian manufacturers forming themselves into trade groups, and of being represented by men on the spot, not only for imports into France, but also for goods which are to be re-exported from that country. These representatives, he says, should be willing to put their minds to work, be able to speak both languages, and not only keep an eye open for sales—which is the least difficult thing in the situation—but be prepared to follow the goods from the port of entry to the point at which they are to be delivered, pay the duties levied, and see to it that no wrong declaration has been made, thus avoiding the contingent penalties of fine or confiscation by the French authorities.

TRANSPORTATION OF GOODS FROM FRANCE INTO ALSACE-LORRAINE.

Mr. Philippe Roy, Commissioner General of Canada in Paris, writes that he is in receipt of a letter from the Director-General of Customs, Ministry of Finance, stating that Alsace-Lorraine, forming part of French territory, the transportation of goods from France into Alsace-Lorraine and from Alsace-Lorraine into France is free from all customs formalities.

FREQUENT CHANGES OF DESIGNS IN FRANCE FOR ART LAMPS, ELECTRIC FIXTURES AND FANCY ARTICLES.

Mr. Philippe Roy, Commissioner General of Canada for France, writes that a dealer in art lamps and electric fixtures in France told him that they did not print catalogues because at the end of six or even three months' time the design is exhausted and the manufacturer cannot supply exactly the same article. In conversation with a designer of novelties he stated that they were continually getting out new designs for novelties in electric and gas lamps. Another firm dealing in lamp shades, fans, bags, collars and fancy articles, etc., made a similar statement.

COMMERCIAL AND SOCIAL CONDITIONS IN FINLAND.

The following notes upon commercial and other conditions in Finland have been furnished to the *Weekly Bulletin* by a traveller (a young woman) recently returned from that interesting country.

The Finns are not Scandinavians, but are originally a Mongolian race, and one still sees in the faces of some of the peasants, indications of their Asiatic origin. The country was ruled over by Sweden for centuries, and the aristocracy is therefore largely of Swedish origin, but in the eighteenth century, during the war between Sweden and Russia, Finland was taken by the Russians and was nominally under Russian rule up to last year. However, although there was a Russian Governor-General the people were practically self-governing.

Last year when the Russian monarchy was overthrown the Bolsheviks came also into Finland. The Finnish people refused to recognize them and asked the Germans to help in driving them out. This the Germans did, and Finland elected a German king. It seemed as if the country was to come under German hands. The king started from Germany for Helsingfors, but while he was still on the way the armistice was signed and Germany was forced by the Allies to withdraw from Finland, and Finland became at last actually independent.

At the present time politics here are in rather an unsettled state. The parliament is headed by Mannerheim, a Finn, formerly a Russian officer.

The Market for Imports.

This country will buy practically anything that one has for sale, as during the war they received almost nothing from the outside world, and their stocks of all lines of goods are consequently very low. There is really an unlimited market here for all kinds of imported goods. The people have practically nothing of their own production except wood, pulp, paper and dairy products. These are their only exports, and of the latter they have had nothing to export for several years.

Just now conditions are a little difficult, for although the people are anxious to buy, and have plenty of money, the Government will not allow them to do so.

They have done so little export business (not having ships) and so much import business, that their currency has kept going down and down, until now it is worth only a fraction of its normal value. For this reason the Government wants to keep the money in the country until things improve, or until their export business has recovered and they have a larger credit abroad.

The restriction of imports is in the hands of a Government commission, and a license must be obtained from them before any goods are allowed to be imported. Without this license no country will grant an export-license to Finland.

There is also an Inter-Allied commission, composed of one British, one French and one American member, who approve of the licenses granted by the Finnish Government Commission, and cable to the Government from whom the goods are purchased that an export license may be granted.

As before stated, the greatest export and the largest industry of the country is of wood and wood products. There are hundreds of saw-mills and pulp factories. They export pulp to be made into paper, etc., in other countries. The manufacture of finished paper is comparatively small, although even at that, considerable.

There is a large export business done in triply (laminated) wood. They also export match-sticks, railway props and sleepers, and telegraph poles.

Formerly they made large quantities of matches, but having at the present time very little sulphur or wax, this industry has practically ceased.

The above articles are really all that they produce. It is not an agricultural country, and flour has to be imported from abroad, as are most foodstuffs, and now with Russia in a condition of chaos, Finland must get everything from America and England.

The commodities they need more than anything else now are flour, tea and coffee, leather, and woollen and cotton cloth.

Flour.—Flour was formerly very cheap, and practically all of it came from Russia, but as far back as twenty years ago a well known American firm established an agency here, and their business has been steadily growing. The year before the war they sold as much as \$5,000,000 worth of flour in Finland.

During the war all importation of flour ceased, and for a time the people had none, and when they did get a little the price was fabulous. Importation has now started again but it is a Government monopoly. The Government gets it from the United States and sells to bakers, etc., at cost. Bread is sold only on the card system.

The reason that grain is not grown in this country is that in former times the people found it more profitable to raise cows and make butter, etc., so that all the land was turned into pastures. Now practically all the cows have been killed for meat, so they have almost nothing of this kind from their land.

Boots.—If the prices asked by retail dealers is any indication, the country must be very badly in need of boots and shoes, but the situation is as follows:—

There are a lot of tanneries and boot factories in the country. They import hides from America in normal times and tan and make them up here.

Now for a long time they have not been able to get any hides, so they have lost considerable money, and their prices on what they have been able to produce have been exorbitant.

Just now America can again supply them with leather, and American boot manufacturers are also trying to sell boots, but the boot manufacturers of Finland object to this. They say that they have lost so much that they should be given an opportunity to recuperate; the consequence is that the Government will not grant licenses for the importation of boots, but are giving licenses for hides, and for small quantities of ready-tanned leather. As soon as the hides arrive, and the tanneries and boot factories are again working and selling their goods, licenses in this line will probably be done away with. There is a market for boots and shoes limited only by the size of the country, for boots of domestic manufacture are rather clumsy as compared with our boots, and cannot compete to any great extent with boots of American style.

Besides this, Finland is the doorway to Russia, and as soon as Russia is open, the first dealer to get into that country with boots and shoes can ask his own price, as the people of Russia have none at the present time.

Rubber Footwear.—There is a considerable market for rubber boots, overshoes, rubber-soled shoes, and rubbers (goloshes).

Meat, Bacon, Salt Pork, etc.—Those meat products all come from America. Finland has some fresh meat, but could import large quantities of preserved meat, especially pork.

Lard.—This also comes from America. There is very little to be had, and the requirements are great.

Soap.—Very scarce and very expensive.

General.—There is also a considerable market for machinery, tools, and hardware, nails, and steel products of all kinds.

There are several large shipyards, steel for which formerly came from Russia, and comes now in small quantities from England and Scotland.

The people have plenty of money (Finnish money), as during the war they manufactured so much for the Russians, but owing to the difficulty of sending money out of the country, they are not allowed to purchase as much as they need and want.

Several American and British firms, and many Scandinavians, are selling goods and accepting Finnish currency in payment, which of course must be left deposited in Finnish banks. These firms are doing enormous business, and there is no limit to the business that could be done were it not for the question of *valuta* (foreign credit).

JAPAN RELEASES EXPORTS.

Mr. A. E. Bryan, Canadian Trade Commissioner, Yokohama, reports that on May 23, 1919, the Department of Agriculture and Commerce announced that the following articles might from then on be exported without license:—

Caustic soda.
Soda ash.
Boracic soda.
Rubber, raw, and manufactures thereof
Copra.
Cocoanut oil.
Tin manufactures, tin ore, alloys of tin.
Chrome, chrome ore, ferro-chrome.
Tungsten, tungsten ore, ferro-tungsten.
Molybdenum, molybdenum ore, ferro-molybdenum
Manganese ore, ferro-manganese.
Nickel, nickel ore, ferro-nickel.
Cobalt, cobalt ore, ferro-cobalt.
Spiegeleisen.
Antimony.

Mica.
 Nitre.
 Chloride of tin.
 Black lead.
 Mica manufactures.
 Cyanide of potassium.
 " salts, which contains cyanide of soda and cyanide of potassium.
 Iron and steel sheets which are plated with tin.
 Cyanide of soda.
 Wool of all kinds.
 Woollen blankets.
 " yarns.
 " cloth for military uniforms.
 " hosiery (underwear, gloves, stockings, and socks).

IMPORT AND EXPORT RESTRICTIONS IN POLAND.

(British Board of Trade Journal, June 12.)

According to a communication received from the Commission Internationale de Ravitaillement (Polish Commercial and Financial Agency), the following is a list of goods, the import of which into Poland is prohibited. The second list enumerates the goods which can be exported from Poland.

A license from the Export and Import Section of the Ministry of Commerce and Industry in Warsaw is required for imports not mentioned in the first list, as well as for the exports in the second list.

GOODS THE IMPORT OF WHICH INTO POLAND IS PROHIBITED

Luxurious articles of clothing.
 Ladies' hats (models excepted).
 Flowers, artificial and real.
 Laces and embroideries.
 Shoe polish.
 Electro-plated and silver goods.
 Scents and cosmetics (soap excepted).
 Toys (spare parts excepted).
 Postcards and labels.
 Saccharine.
 Fruits (lemons excepted).
 Mineral colours.
 Ordinary glass bottles.

GOODS WHICH CAN BE EXPORTED FROM POLAND

Timber.
 Coal.
 Lamp oil.
 Lubricating oils.
 Flax.
 Celluloid and its products.
 Bristles.
 Zinc, in pigs.
 Sulphate of zinc.
 Seeds.
 Potatoes.
 Eggs.
 Hand-made laces and embroideries

NEW BRITISH MOTOR SUPPLY COMPANY.

(Trade Commissioner H. G. Brock, in United States Commerce Reports.)

A gigantic project that will furnish improved facilities for the supply and repair of automobiles was made public recently, when the *Times* announced the formation of the British Motor Trading Corporation, nominal capital \$10,000,000. The company will be controlled by several officers who have gained prominence on account of their organizing ability; and its first step will be to open in the principal cities large depots which will carry immense stocks of spares for every make of car and be equipped with machinery capable of handling the most difficult repair work.

INCREASE OF RATES OF THE CUSTOMS TARIFF IN FRANCE AND ALGERIA.

(*British Board of Trade Journal, June 19.*)

The French *Journal Officiel* of Wednesday, June 18, contains a Presidential Decree, dated June 14, increasing the import duties on goods imported into France and Algeria by ad valorem surtaxes (payable in addition to the specific rates fixed by the customs tariff), the amount of which is indicated in a schedule annexed to the decree. The rates of the surtaxes vary from 10 to 40 per cent of the "general" tariff, and from 5 to 20 per cent for the "minimum" tariff—in both cases on the value of the goods at the time and place of clearance through the French customs, not including import duties.

The goods specified in the schedule to the decree cover a large part of the customs tariff, the most important class of goods omitted from the schedule (in respect of which, therefore, no immediate increase of duty is established) being textile products (yarns, threads and tissues), the importation of which, however, is to remain under the import restriction regime.

THE FOREST AND TIMBER INDUSTRY OF THE RUSSIAN FAR EAST.

LOUIS KON, *Secretary, Canadian Economic Commission (Siberia).*

There are no statistical data available regarding either area of forests or amount of timber that could be quoted as authoritative. Figures given in various publications and statements, official and semi-official, vary considerably, and the figures quoted in this report have to be considered as estimates only and without guarantee as to their accuracy.

	Acres.
Amur District..	110,000,000
Maritime District..	91,000,000
Sachalin District..	6,750,000
Kamchatka District..	1,260,000

Amur District.—From 9,000,000 to 12,000,000 acres of the forests belong to the Amur Cossacks Administration, and some 4,500,000 acres are accessible for immediate exploitation. Among the immediately commercially most valuable may be mentioned 300,000 acres along the river Urkan near the gold mines; 600,000 acres from Hever to Magdagachi which could be utilized for the needs of the Amur railway; 600,000 acres in the basin of the river Pera, for the main line and the Blagovieshensk-Zeapristan branch of the before-mentioned railway, and 900,000 acres tributary to Blagovieshensk for the needs of that city. These acres represent mainly birch, larch and pine, which have been burnt over by frequent fires.

Besides the above the territories along the rivers Tigla, right and left Tigdires, Too, Great Pera and certain tributaries of the Amur river, consisting of valuable pine timber, as well as Belogorok, Michailovak, Goloho-Zeish, Ust-Jatwinsk, Ust-Seletkensh and Vershin-Persk forest tracts, representing some 1,500,000 acres, can be considered as the most accessible and suitable for commercial use.

The Amur District timber until the present time has been used exclusively to supply local needs. The lumber industry of that district is concentrated at Blagovieshensk, where several lumber camps and saw-mills, representing capital investment of some 1,000,000 roubles, are established. Lack of capital and poor communications are the main reasons for the very poor development of the lumber industry.

The forests of Kamchatka, estimated at some 2,000,000 acres, are situated in the interior of the peninsula, and although they contain big-sized white birch, poplar,

aspen, larch and pine, being of poplar variety and very brittle, the timber is not of very great commercial value. The timber can be rafted down the river Kamchatka, but the loading at the Ust-Kamchatka bay is rather difficult on account of frequent and strong southwesterly winds, besides which there is no labour available locally.

The Maritime District, it is estimated, contains over 90,000,000 acres of forest. Of this more than three-fourths is the property of the State; about 16,000,000 acres belong to the Cossack administration, 5,700,000 acres to the peasants, and the balance to the cities and churches.

About 13 per cent of the State forests were surveyed. Of the 90,000,000 acres 48 per cent represents merchantable timber, and its division is as follows: Pine, 27 per cent; cedar, 10 per cent; larch, 4 per cent; fir, 1 per cent; various kinds, 6 per cent. It is calculated that notwithstanding the fact that 52 per cent of the timber is of non-merchantable character, about 112 cubic feet per acre could be cut yearly.

The most striking features of the timber industry in the Far East are the lack of system and the forest-robbing methods in cutting timber.

There is no logging equipment whatever; very inefficient labour and the most primitive tools are employed. Only the most valuable trees are felled, resulting in great waste.

The lack of capital is greatly felt, as well as of organized efforts on the part of experienced lumber manufacturers to take advantage of opportunities in this industry, both as far as supplying domestic needs and export to Japan, China and Australia are concerned.

Eastern Siberia, which is very rich in various mineral deposits, expects with the advent of normal times great mining activity, which will call for a considerable supply of timber and lumber. Up till now timber needed in mines has been imported from Japan, owing to the lack of mechanical devices in Siberia and through it the difficulty of cutting uniform dimensions. The construction of additional railways and harbour works in Siberia—the latter in Japan as well—will also call for considerable quantities of lumber. Then there is the Chinese market which is so near and which takes readily the inferior grades. And finally Australia, to which Eastern Siberia was already exporting lumber before the war, will open large and profitable avenues for the lumber industry.

REASONS FOR NEGLECT OF INDUSTRY.

The main reasons for the neglect of such an important industry are:—

(1) The granting of permits for four years only, without the slightest guarantee of an extension of that period if desired or necessary.

(2) The selection often of the least desirable limits by the Government for lease, and the obligation to take out yearly a stated number of trees for which a royalty had to be paid if they were or were not taken out.

(3) High upset price in auctioning off the limits, which often made the purchase of the concessions offered for sale unprofitable. Of the 1,380 limits offered for sale from 1910 to 1913, only 583 were purchased.

(4) The great loss of time and money caused by the endless formalities, troubles and difficulties caused by the Government administration.

(5) Scarcity of labour, lack of roads and of harbour facilities in Nikolaievsk, the cheapest and main outlet for export.

All the above is true of development of timber resources in the forests controlled by the State and under the system of government as it existed up to the time of revolution. Since then, as in other parts of the economic life of the country, everything is practically at a standstill.

CONDITIONS IN INDUSTRY.

The conditions of carrying on the lumber industry in forests belonging to the peasants have been somewhat more advantageous. There has been more freedom in

the selection of areas to cut timber, and it has also been easier to arrange terms suitable for the party wishing to cut timber than with the Government authorities. Moreover, the timber itself, although just as valuable commercially as on the Government properties, was nearer to settled districts and better roads, which reduced the expense of cutting timber by about 15 per cent, although here the Government was of late collecting a stumpage fee.

Notwithstanding the fact that the districts mentioned are practically entirely under forest, the conditions under which the timber can be cut and lumber manufactured make it rather expensive and difficult. It hampers the export business and does not even meet the needs of the local market.

As a proof of the anomalous conditions that prevail it may be mentioned that the Ussuri Railway is supplied with Manchurian timber, and that in 1913 and 1914 Khabarovsk imported 34,000 logs from Manchuria.

The cutting of timber is mostly carried on near and around more important centres like Vladivostok, Nikolsk, Khabarovsk, and Nikolaievsk.

The short term of permits to cut timber on a leased limit, and lack of assurance that either the central or local Government authorities will not change entirely the agreed-upon conditions, has made it possible to organize the timber industry as the opportunities both as to the available material and market demands warranted.

There is an absolute lack of permanent organization to develop the timber industry. It has to be borne in mind that in Siberia the cutting of timber and the manufacturing of lumber are not considered as a rule a single enterprise, the Siberian manufacturers of lumber purchasing their timber, delivered at the mill, from the lessees of the concessions.

The lumber industry, as a matter of fact, has developed on the foundation of Government orders, for which very high prices were paid, and the private needs of the local market were supplied only when the Government contracts were slackening.

The conditions created by the Government, of course, have led to the exploitation of the timber resources owned by the peasants in a most wasteful manner.

The peasants were getting free land grants, which were timber grants, getting at the same time a certain money grant to establish themselves and to clear the land. They did not have any animal power or mechanical devices for clearing the timber, or the slightest idea about the necessity of conservation of timber for their own future use.

They of course were selling the rights to cut the timber to whosoever came along, much more so because they were allowed to move to some other place to get another grant and with it another subsidy. The peasants, the timber merchant trying his hand at whatever was most profitable, and the Government itself, participated in this method of cutting timber.

The cutting of timber on the properties of the peasants almost equalled the exploitation on the Government reserves. In 1911 there was cut 1,120,000 cubic feet of timber, half of which was from the property of the peasants. In many places the peasants are entirely without timber and are using straw and manure for fuel.

In 1912, according to the investigations of the Labour Bureau, 13 out of the 91 timber concessions investigated employing up to 25 men, only 18 were leased from the Government, and 54 from the peasants, the balance belonging to the Cossacks, cities and others. Out of 80 employing up to 200 men, 19 were Government leases, 49 peasant properties, and the balance belonging to Cossacks and others.

The estimated possible yearly cut of the Maritime Province and Sachalin island is 47,488,000 cubic feet, but only 2,800,000 are actually cut, of which in 1911-12 about 32,000 cubic feet were exported, the rest being used locally.

In 1912 there were forty-three saw-mills operating in the region mentioned above, representing a value of some 2,800,000 roubles or 66,680 roubles on an average,

although two or three were valued at nearly half a million roubles. Their capacity is upwards of 3,300 logs every twenty-four hours, representing 945,000 cubic feet of lumber.

In 1912 there were eighty-nine lumber yards, which handled lumber to the value of some 830,000 roubles.

There is one veneer and one match factory near Vladivostok, and a recently completed chemical plant for extracting chemicals from wood, which is near Yengienievka station, and a defunct small paper factory.

The figures of the Labour Bureau for 1912, which has investigated 160 worked concessions, show that the capital invested in them represented 3,200,000 roubles.

In the same period, according to the Colonization Department, 11,130 families or 63.8 per cent of the total peasant population, were participating in the lumber industry, earning 1,609,000 roubles in the aggregate, and 776 families of new settlers, or 12.8 per cent of all new arrivals, earned from the cutting of timber 158,000 roubles.

The total capital operating in the timber industry in that year represented a little over 8,000,000 roubles, and almost all represented Russian capital.

The labour employed represented 5,729 local Russian labourers, 1,752 outside Russian and Korean Russian subjects, and 6,722 yellow race labourers.

Besides in the twenty saw-mills in operation there were 1,591 Russian labourers and in rafting and loading 2,050 Russians.

The earning capacity of the 13,000 Russians and Russian subjects, labourers in the lumber industry during the year, aggregated 2,600,000 roubles, on an average of 20 roubles per head.

In 1912, according to Government statistics, around 448,000 roubles represented the revenue from the timber resources of the Maritime and Sachalin districts, as against 158,000 roubles of expenditure.

On the part of the people interested in the national development of the forest resources of the Russian Far East, there is a great desire to give proper concessions to the foreign capitalist and expert in lumber industry. It is proposed to remove the many previous restrictions in the matter of longer leases; different basis of employment of Russian labour, etc. But all this has not yet advanced beyond the stage of suggestion, and is under consideration both by the Government and the organized bodies interested in placing the timber industry on an economical basis.

The appended report of the joint meeting held between the Canadian Economic Commission and the Russian-American Association will throw more light on the changes that are proposed in this respect.

Report of the First Joint Meeting of the Canadian Economic Commission and the Russian-American Association of Vladivostok.

March 12, 1919.—The Canadian Economic Commission was represented by the Chairman, Commissioners Just and Wülgess, and the Secretary. The American-Russian Association by their Chairman and Vice-Chairman, Secretary, three members of the executive and two specially invited officials of the Forestry Department.

The subject under discussion was the Timber, Wood and Pulp and Paper-making Enterprises in the Russian Far East. The information received from the experts on timber business may be summed up as follows:—

The amount of the available merchantable timber in the Far East cannot be stated owing to the immensity of the territory and the little exploration which has been done, but it is estimated that the surveyed portions represent about 15 per cent of the total. There are very large tracts of virgin forests. The official records of the surveyed portions can be had from the manager of the State Properties of the Maritime and Sachalin districts at Harbin, and from the management of the Amur State Properties at Blagvoeshensk.

Regarding granting of forest concessions to the foreigners on equal terms with Russian subjects willing to invest their capital and experience in developing the timber resources, no definite information could be obtained. Just now a special committee, representing people interested in development of timber resources of the Far East in connection with the office of General Horvath, are considering plans and framing up laws to be submitted to the Government at Omsk. The Omsk Government has already decided upon, but did not proclaim as yet, certain laws and regulations in connection with development of timber resources, in which there is no desire to give to foreigners equal privileges with Russian subjects. The tendency, however, of the aforementioned committee is to recommend that such concessions be granted.

There is a strong tendency to limit the participation of foreign capital to about 49 per cent so as to exclude foreigners from the controlling interest in the management, neither has it been decided if such foreign capital will be allowed to participate direct or through the existing Russian banks. It was hinted at that in view of the great desire and necessity to have the Siberian timber resources properly developed, a decision may be arrived at not to limit the acquiring of a controlling interest on the part of the foreign investors.

The present system of granting concession is up to four years. The recommendation, however, of the Vladivostok committee is to extend them to two subsequent terms of twenty-four years each. On this point as well it is impossible to give any definite reply, as, no final decision on the part of the Government has yet been arrived at. From the recent applications made for concessions, the total of which was twenty-nine, only three represented foreign investors.

In applying for concessions a statement has to be made of the amount of timber they intend to take out yearly; in the Government plan there are no set rules provided as to the minimum annual operation on the granted concession. The Vladivostok plan provides for a certain amount of timber to be taken out on the concession granted in the period of five years, either annually or in the fifth year.

In regard to dues payable in connection with the working of a concession, there is to be a certain fee paid for such concession, besides the usual industrial license tax and the income and local taxes. The concession privileges the owner to take out timber only, the ground remaining the property of the State. If in connection with the operation of a logging camp or saw-mill, it is necessary to provide feed for the horses or to put up buildings, grants are being made by the Crown at a minimum fee for use of such privileges. The present royalty is 30 kopecks per cubic foot; before the war it was 5 kopecks per cubic foot, or about a half kopeck per board measure foot.

As for labour conditions, it is impossible to state the cost of skilled or unskilled labour, as the market is absolutely upset and great shortage of labour is being experienced. It is felt that there will be a great demand for the introduction of mechanical means for the development of the timber industry, as the labour is rather difficult to obtain and handle, and is expected to remain so for some time.

It is not decided as yet what privileges will be granted by the Government in the matter of employment of foreign labour in the timber industry. The recommendations of the Vladivostok committee so far as certain clauses of the past laws in the matter of employment of foreign labour are concerned, recommend that during the first five years of work on the granted concession labourers of any nationality be permitted to be employed, in the following ten years 25 per cent of the labour employed to be Russian, the increase being gradual until all the labour is Russian. The mechanical and office help, foremen and all help above the common labourer to be of any nationality the concessionaire may wish to use.

There is no modern machinery, as understood from the Canadian point of view, being used in logging. In the whole of Siberia there are all told three stumping machines. The saw-mill machinery is in the large majority of German make and

system, the balance Swedish and a few Russian, also three American outfits. No band-saws are used, all the saw-mill machinery being of the frame type. Locomobiles are being extensively used in connection with small portable saw-mills.

The average size of logs is about 20 feet, although some trees reach 26 to 40 feet in dimension.

There are no production figures available since 1913, but as there were no new saw-mills built since that time the 1913 figures represent the output of existing mills in normal times.

Owing to restrictions put on the production by the Government regulations, the mills are turning out only 50 per cent of their capacity; the 1913 production was 1,000,000 logs. The largest saw-mills in the Far East—one belonging to a Mr. Senkievich and the other to the Government—were turning out about 40,000 to 45,000 thousand logs per year.

In connection with the saw-mills there is very little sash and door manufacturing, but barrel staves are made for which there is a great demand for packing salt fish. These barrels are made mostly of about 25 poods capacity. Shingles are not used, corrugated iron even in villages being used for roofing. Laths are manufactured of slabs.

The granting of water-power rights in connection with timber concessions so far has not been decided upon, but owing to the timber limits available at present for development being greatly removed from inhabited places, it is quite probable that the Government will extend the water-power rights to persons obtaining licenses for cutting timber.

The price of lumber in normal times was 40 to 55 kopecks per cubic foot for grades sold locally, and 55 kopecks to one rouble for selected No. 1 and No. 2 export lumber.

Just now the prices run from seven to nine roubles per cubic foot, and very frequently whatever can be extracted from the purchaser above that amount.

The main export market up till the time of war was England, but the local lumber manufacturers feel quite certain that they shall lose that market to Russia in Europe. It is felt certain, however, that the Pacific trade, except the American coast, will be served by the Russian Far East. There is in view a large demand for lumber from Japan. The Australian trade was already partly served by the Siberian lumber mills. China is a good customer for cheap grades of lumber, but up until now owing to the very high tariff this opportunity was not utilized. Of late Japan was exporting very large quantities of aspen logs from Siberia for match and pulp manufacturing, and paid six to seven roubles per cubic foot as compared with 18 kopecks before the war.

There are no pulp or paper factories in the Far East at all, but a great tendency is displayed on the part of investors to establish such industry and on the part of the Government to foster it. Several applications for the erection of pulp and paper mills were made recently.

A convention of foresters last September recommended to the Government to substitute the stumpage royalty by a royalty per pood of manufactured pulp. In view of the great amount of sulphates and other chemicals necessary for the manufacturing of chemical pulp being available in Siberia, it is felt that chemical pulp will be produced rather than mechanical, the former being of higher value and of better quality.

In conclusion, the chairman thanked the commission for giving them an opportunity to be of assistance in securing information on such a vital subject in the development of the Siberian industry, emphasizing that the information obtained by the commission was given by experts who are thoroughly familiar both with the resources and the probabilities of development of the timber resources in the Russian Far East. He offered any further assistance the commission may require from the association, either personally or through correspondence, and expressed great regret on account of the early departure of the commission from Vladivostok for Canada.

The chairman asked the commission to supply the Russian-American commission with the various publications issued by the Government and private concerns regarding the development and progress of the economic life of Canada.

Colonel Dennis, on behalf of the commission, expressed his appreciation for the valuable information obtained from the Russian-American Association, and assured its members that the desire to obtain any information of this kind regarding Siberia is to develop interest in their country among Canadian manufacturers, which can be of mutual business value in equipping industries with Canadian machinery, which was produced after years of experiments and experience, for use in a country of similar climatic and geological conditions as Siberia.

Canada is very anxious as a part of the British Empire to help Russia recuperate herself from the present economic chaos, and any assistance she can consistently give she undoubtedly will. The most important assistance to be given by the Canadian Government is to facilitate the obtaining of the required manufactured articles which are not produced now in Siberia with the maximum elimination of intermediaries, and to put the purchaser in direct touch with the producer as far as it is possible to do so. As soon as the conditions of transportation and currency in Siberia are more or less stabilized, stated the chairman of the commission, the beneficial effects of the efforts of the Canadian Government through the Economic Commission will be felt by the local people.

The chairman advised those present that the commission recommended to the Government the establishing in Vladivostok of a sample exhibit of machinery, implements, tools and articles manufactured in Canada which could be usefully employed by the Siberian people. It will permit of examining such articles and to get information as to the sources of their manufacture, facilitating in this way the purchasing of the necessary goods on the part of the people residing in and tributary to Vladivostok.

Colonel Dennis called the attention of the association, whose members are on the committee, submitting to the Government recommendations regarding granting of water-power rights in connection with the timber concessions, to the complications and difficulties it caused in Canada and the United States. He explained them fully and suggested that they may profit by the experience of the North American Continent in this respect. The State should be careful that in granting water rights to the timber operators the rights of others wishing to utilize the water-power for other industrial purposes are not prejudiced.

LARGE PROFITS EARNED BY THE COMMONWEALTH (GOVERNMENT)
BANK OF AUSTRALIA.

Speaking at the conference of State Premiers at Melbourne on the elimination of the Federal and State savings 'banks' competition, the acting Prime Minister and Commonwealth Treasurer (Hon. W. A. Watt) put forward the proposal that all the State banking business at home and abroad and the flotation of State loans should be entrusted to the Commonwealth (Government) Bank of Australia. Although the bank commenced operations in 1913, practically without capital, and a loss resulted from the first year's operations, the accumulated profits now amount to £1,570,932, says the Melbourne *Argus*. The balance sheet lately issued by the Commonwealth Bank indicates that for the half-year ended December 31, 1918, the profits were nearly double those of the corresponding half-year of 1917, the particulars being as follows:—

Profits for half-year ended December 31, 1917..	£232,659
“ “ “ “ 31, 1918..	458,271

No detailed profit and loss account is published, neither is there any distinction shown between private and Government deposits, the whole being 'lumped together.

Reference has therefore to be made to the quarterly statements issued by the Federal Treasury, and to the budget papers in order to make comparisons, which would be an easier task if full accounts were made available.

The bank commenced to make profits in 1913-14, and the details of profits up to December 31, 1918, are as follows:—

1914-15	£ 39,217
1915-16	144,847
1916-17	379,223
1917-18	549,374
First half of present financial year	458,271
Total	<u>£1,570,932</u>

As the bank had no capital to begin with, the fact that it has accumulated over a million and a half of money in so short a period would seem to indicate that banking is a wonderfully prosperous business. When, however, the position is closely scrutinized, it becomes obvious that nearly all the profits can be traced to banking operations resulting from the war, and more directly to the use that the bank has enjoyed of Commonwealth funds free of interest.

The following table shows the bank's deposits on December 31, 1917, and on the corresponding date of 1918:—

Deposits held by bank December 31, 1917	£30,770,158
“ “ “ “ 31, 1918	50,823,650

On the same dates the amounts to the credit of the Commonwealth were as follows:—

Amount to credit of Commonwealth on December 31, 1917	£15,727,305
“ “ “ “ 31, 1918	36,791,502

Consequently, while the deposits held by the bank on December 31, 1918, showed an increase of £20,000,000 over those held in the previous year, the Commonwealth's increased credits exceeded this amount. Of the Commonwealth's deposits the sum of £7,000,000 carried interest; on the balance no interest was earned by the Commonwealth Treasury. The large increases in the bank's holding of Australian notes and in its investments were also the direct consequences of the inflated Treasury balances.

As the Commonwealth Bank acted as bankers for the Federal Treasury, the whole of the proceeds from the war loans have passed through its hands. Instalments coming in a long way ahead of requirements, huge balances accumulated, and, as already explained, interest was only paid to the Treasury on £7,000,000. A profitable market was found by the bank in London for the investment of money at short call, and from time to time this opportunity was taken advantage of to a very considerable extent. On December 31, 1917, nearly £15,000,000 was so invested. The amount, of course, has continually varied, but it has always been very large, the interest earned being understood to have averaged 3½ per cent. Taking an investment of £15,000,000 at 3 per cent interest, the annual income would be £450,000. It was fortunate that such a profitable use for the surplus money was found, as there were no similar opportunities in Australia. Treasury balances held by the High Commissioner in London have been invested in a like manner, with the difference, however, that the resultant interest accrues to the Treasury and not to the Commonwealth Bank.

Another source of considerable profit to the bank has been the handling of the whole of the money paid by the Imperial Government for its purchases of wool and wheat.

AUSTRALIAN EXHIBITION AT ADELAIDE, 1920.

(British Board of Trade Journal.)

A communication has been received from the Secretary of the South Australian Chamber of Manufacturers, Adelaide, stating that it is intended to hold an All-Australian Exhibition in Adelaide from the 26th March to 22nd May, 1920. The exhibition will consist of works of artists, manufacturers, producers, mechanics, and all other sections of industries in which the Commonwealth is engaged. It is stated that, while the exhibition is confined to Australian manufactures, the committee would, from an educational point of view, be prepared to make provision for the display of models of aeroplanes, motors, machinery, new inventions, etc., from the United Kingdom.

These exhibitions, which were held periodically before the war, have always been regarded as of great importance, and have always attracted very large numbers of exhibits, and, on the whole, have been highly successful exhibitions.

CATALOGUES AND SAMPLES FOR SERBIA.

(British Board of Trade Journal, June 19.)

The Commission Internationale de Ravitaillement is informed by the Postmaster-General that printed catalogues not exceeding 4 pounds in gross weight may be sent to Serbia and other Balkan States at the rate of postage applicable to printed matter, namely $\frac{1}{2}$ d. per 2 ounces. Bona fide trade samples of merchandise without saleable value, not exceeding 12 ounces in gross weight, may be sent to the Balkan States, including Serbia, by sample post at the rate of $\frac{1}{2}$ d. per 2 ounces, with a minimum charge of 1d.

Postal parcels are accepted for transmission to Greece and Roumania; and it is hoped shortly to establish a service with Bulgaria. The Postmaster-General states that the Serbian postal authorities informed him that in consequence of the destruction of the means of communication by the enemy it was not practicable to re-establish the parcel post. In view of the fact that it is hoped to re-establish communication by the main line from Belgrade to Salonika by July, the Serbian authorities are being communicated with further on the subject.

CATALOGUES FOR ARCHANGEL.

(British Board of Trade Journal, June 19.)

A communication has been received from the Acting British Commercial Attaché at Archangel in which he states that local firms experience difficulties in placing orders in the United Kingdom owing to the absence of catalogues. As the ordinary mail service (with the exception of the parcels post) to Archangel has now been resumed, it is suggested that United Kingdom firms interested in Russian trade should forward copies of their catalogues either direct to local firms or to the Acting British Commercial Attaché at Archangel.

AUSTRALIA'S "KEY" INDUSTRIES.

The Melbourne *Age* of April 7 contains an interview with the retiring Director of Munitions, in which he pointed out in regard to the linseed-oil industry that while the oil was a key to other industries, yet its production was in a sense a secondary industry, the key to it being the growing of linseed in the Commonwealth. The growing of linseed was therefore the key of the linseed-oil industry, which was itself the key of other industries. Referring to other "keys," of which Australia holds many, he instanced coal production, from which springs the coal-tar industry, with its many ramifications. Coal tar was not distilled in Australia before the war, and its valuable by-products were wasted. Its distillation in Australia has been undertaken since war broke out, however, and, in the opinion of the director, is never likely to cease. The production of wolfram ore provides another key industry leading to the manufacture of tungsten steel for all sorts of modern machine tools. Tungsten is also used for electrical purposes, such as contacts for magnetos, while tungsten alloys are used, among other things, in propellers and automobile parts.

The treatment of zinc concentrates, now undertaken in Australia, is another key industry; from it springs the production of zinc and many valuable zinc alloys used in industry. The zinc industry is also vitally concerned in the building industry, in the production of galvanized iron, and from it spring chemical and paint industries. The production of manganese ore is carried out in Australia, and is the key to the production of ferromanganese alloys and manganese steel, now being undertaken in Australia. Among secondary industries dependent upon this key are the making of hard-steel tools and bullet-proof plating; the nonferrous alloys are also of much importance in various industries, while manganese is used in still other directions—in connection with the colouring of glass, as a basis for disinfectants, and in making bleaching powder.

At a recent British "key industries" exhibition the manufacture of magnetos was treated as a key, since without the magnet the gasoline engine, used in countless branches of manufacturing work, was useless. In the case of Australia, the manufacture of magnetos is to be undertaken by a firm in the near future.

THE ORIGIN OF RECENTLY IMPORTED GOODS IN THE DUTCH EAST INDIES.

(United States Commerce Reports.)

In the Dutch colonies the stocks of goods made in Holland were sold out in 1918, and no more were obtainable from that source, but now vessels are arriving that have been in Dutch harbours for more than a year, fully loaded and ready to sail.

During the war most of the imports were necessarily from Japan, which furnished earthenware, automobile and bicycle tires, beer, cement, chemicals, coal, glassware, clothing, copper, notions, oil lamps, matches, cotton goods, linseed oil, paper, tar, zinc, paints, etc.

The United States shipped lubricating oils, chemicals, automobiles, tin plate, gas and electric lamps, condensed milk, flour, dyestuffs, resin, iron and steelware, machinery, and zinc. From England came textiles, chemicals, soap, beverages, and iron and steelware; while Australia furnished meat, vegetables, fruit, flour, and cheese. British India supplied cotton yarn and jute bags. Ammonium sulphate for fertilizer, formerly obtained from Europe, was unobtainable, and only a few cargoes of Chile saltpetre were available for the use of planters.

PUBLIC UTILITY WORKS PROJECTED IN GREAT BRITAIN.

(*Trade Commissioner H. G. Brock, London, in United States Commerce Reports.*)

Official investigations made by the Government engineering inspectors indicate that, exclusive of the cost of State housing schemes, the public-utility works now actually in progress are estimated to cost over \$12,500,000. Similar works, the necessary preliminaries of which have been completed, and which the local authorities are about to proceed with, are estimated to cost nearly \$77,500,000, while works intended to be carried out but of which the preliminaries remain to be completed, are estimated to cost \$175,000,000.

Government loans for the construction of public works which were sanctioned before the outbreak of war amounted to \$125,000,000, to which have been added further loans amounting to \$15,000,000. These works include public offices, waterworks, street improvements, electricity works, schools, and sewerage systems. Among the public works for which the expenditure has been sanctioned by the Government, and which are to be started without delay, are: Aylesbury electricity works, \$225,000; Plymouth gas, electricity, schools, public walks, and pleasure grounds, \$175,000; Ilford electricity works, \$145,000; Grays and Tilbury surface-water draining, \$220,000; Mountain Ash waterworks, \$175,000; Birmingham electricity works, \$2,500,000; Lee's electric lighting, \$375,000; Manchester water supply, \$1,000,000; Bristol electricity, \$395,000; Liverpool electricity, \$1,250,000; Nottingham electricity, \$315,000; Lincoln electricity, \$375,000; Norwich electricity, \$300,000.

Among the works sanctioned before the war but not yet proceeded with are: Birkenhead, waterworks, \$1,850,000; Durham county, main roads, \$850,000; Sunderland bridges, \$1,200,000; Rochester and Chatham, sewage disposal, \$775,000; Blackpool, promenades, sea wall, etc., \$935,000; Burnley, reservoirs, \$800,000; Fylde, waterworks, \$4,500,000; Lancaster, waterworks, \$3,425,000; Manchester, waterworks, \$12,000,000; London County Council, tramways, \$505,000, street improvements, \$230,000; Metropolitan Water Board, reservoirs, including land, \$1,525,000, aqueducts, \$1,825,000, machinery, \$160,000; Middlesex, road construction, \$1,455,000; Birmingham, waterworks, \$3,500,000, tramways, \$710,000; Sheffield, waterworks, \$3,400,000, electricity, \$1,085,000; Bradford waterworks, \$5,782.75.

As pointed out by the *London Times* of May 27, the carrying out of these undertakings will have an appreciable effect in stimulating industry and checking unemployment.

BUSINESS CORRESPONDENCE WITH GERMANY.

(*British Board of Trade Journal, June 19.*)

It is announced, with reference to the general license of the British Board of Trade authorizing, on certain conditions, the supply and negotiations for the supply of foodstuffs to Germany, that, although the license covers direct negotiations with firms in Germany in connection with the supply of foodstuffs, there is at present no direct postal communication between this country and the parts of Germany that are not in the occupation of the armies of the Associated Governments, and that traders should therefore send their letters for those territories on matters covered by the general license through an intermediary in neutral country.

FEDERATION OF CO-OPERATIVE SOCIETIES IN SOUTH AFRICA.

(British Board of Trade Journal.)

A Federation of Co-operative Societies has been formed in South Africa, with headquarters at present at Pietermaritzburg.

The societies represented at the recent conference when the federation was decided upon were:—

South African Dried Fruit Co., Wellington, Cape Province.

Farmers' Co-operative Meat Industries (Ltd.), Pietermaritzburg.

Agricultural Co-operative Union (Ltd.), Pietermaritzburg.

Natal Creamery (Ltd.), Durban.

Farmers' Co-operative Bacon Factory, Natal.

Tweespruit Dairies (Ltd.), Orange Free State.

Wine Farmers' Co-operative Association, Paarl.

Amalgamated Farmers (Ltd.), Port Elizabeth.

Bedford Co-operative Dairy, Bedford, Cape Province.

Eastern Province Co-operative Meat Products, Port Elizabeth.

Golden Grain Cheese Factories.

Bethlehem Saamwerk Beperkt, Bethlehem, Orange Free State.

Bethlehem Orangia Creamery Bethlehem, Orange Free State.

Winburg Creamery Co. (Ltd.), Winburg, Orange Free State.

OBJECTS OF THE FEDERATION.

Among the objects of the federation are:—

To assist the co-operative movement throughout South Africa by helping to organize bodies of farmers into co-operative companies which declare their intention to affiliate with this company.

To secure for shareholding companies the full benefit of combined bulk purchases and sales, thus securing for them the best prices for their products and of obtaining their requirements at the lowest rate. It shall not, however, be obligatory on any shareholding company to purchase or sell through the medium of the company.

To establish buying and selling agencies in South African and overseas markets.

To endeavour to arrange freight and shipping at lowest rates for the import and export of shareholding companies' requirements and products.

To establish an intelligence bureau as a medium for keeping shareholding companies in touch with the world's markets.

To act as arbitrator in disputes that may arise between shareholding companies.

To obtain exclusive agencies for South Africa direct from manufacturers for farmers' requirements.

To do all in its power to protect the farmers of South Africa from the improper use of the word "co-operation."

Representatives of the federation have left for the United Kingdom to study trade conditions and establish headquarters in London.

The present address of the federation is: The Acting Secretary, the Federated Farmers' Co-operative Association of South Africa, P.O. Box 415, Pietermaritzburg, Natal, South Africa.

SPAIN READY TO BUY GOODS.

H. L. Van Tress, president of the American Chamber of Commerce in Spain, a passenger on the *Leon XIII*, which recently arrived in New York, said to a newspaper interviewer that the outlook for the sale of American products in Spain is beyond estimation.

"Unlike other European countries Spain has the finances and is ready to do business with the American manufacturers," he said, "Immediate delivery is the essential requirements."

"With the increase of wages throughout the country the demand for the latest labour-saving devices has reached a point where it would seem the supply even in America will hardly be sufficient. On this ship there are at least a dozen men who are seeking to buy machinery, tools and hardware of every description.

"Primitive methods have been abandoned and along with it the style of machinery that had been used for half a century. Spain has suddenly stepped into the foremost ranks of efficiency in its industries. Germany is no longer an exporter to Spain. The goods she sold to Spain are now being made there in a large measure although there is still a great deal that will have to be imported.

"It is also important to note that in the future Spain will export directly to the countries where its products are used. Before the war this was not done. The shortage of ships will delay these shipments for a time but it is a definite policy that has been generally adopted by the Spanish exporters.

"Roughly I would estimate that the trade between the United States and Spain will increase 1,000 per cent in the next two years."

MOTOR CULTIVATORS IN EAST AFRICA.

(British and South African Export Gazette.)

Owing to the plentitude and cheapness of native labour in British East Africa, not nearly sufficient attention has been paid by the planters and agriculturists to mechanical appliances calculated to facilitate and expedite their work. There is, for example, a big opening in the territory for maize reapers and binders and sub-soiling ploughs, or plough attachments of a character which would reduce the cost of harvesting, and increase the fertility of British East Africa's deep rich soil. Imports of machinery might do much to educate agriculturists on the subject of the economies they are neglecting in this respect. All settlers are not experienced enough to realize the importance of selecting land sufficiently level for operating machinery in comfort, but there are few who cannot early learn the wisdom of placing their plants or trees at a convenient distance apart, allowing for the free working of mechanical cultivators, etc. It is not too much to say that the time is fast coming when the chief work on many "shambas" will be sufficiently performed by fast-moving motor cultivators, and only a small area round each tree will need to be cleaned by a hand-worked hoe or panga. We know that certain United Kingdom machinery firms have made a complete study of motor cultivators, and some of those who have exported to various districts in Australia—to the orchards of Westralia, the vineyards of South Australia, and the maize fields of Gippsland and New South Wales—may find it worth their while to ascertain what it is in this way that British East Africa really needs, endeavour to stimulate a demand for the machines, and put themselves in a position to meet it when it comes.

CHEMICAL ANALYSIS OF IMPORTED PRESERVED FOOD PRODUCTS IN ARGENTINA.

(*British Board of Trade Journal.*)

The Board of Trade are in receipt, through the Foreign Office, of copy of a despatch from H.M. Minister at Buenos Aires, enclosing translation of a Presidential Decree, dated the 5th March, and published in the *Boletin Oficial* of the 15th of that month, on the subject of the chemical analysis which preserved food products, intended for importation into Argentina, must undergo to ascertain whether, in the opinion of the Argentine authorities, they are fit for human consumption.

Under this decree the customs houses are to take samples from every one thousand kilogrammes of preserved food products of the same shipment or consignment. Those samples are then to be sent to the national chemical office for analysis where one of the samples is to be thoroughly analyzed in order to ascertain whether the goods from which it was taken are fit to be allowed into the market. The remaining samples of the shipment are to be submitted to analysis for purposes of proof and control.

Should the analyses differ, that portion of a shipment, the analysis of the sample of which has shown that it is fit for human consumption, shall be set apart to be allowed to enter the market.

Should the goods, however, be of a kind which does not allow of this course being adopted, and should any of the analyses of such goods prove to be unfavourable, the whole shipment or consignment will be prohibited from being imported into the country.

RELAXATION OF IMPORT RESTRICTIONS INTO FRANCE.

(*British Board of Trade Journal, June 19.*)

The French *Journal Officiel* of Wednesday, June 18, contains a Presidential Decree, dated June 13, which abrogates, as from the 20th June, the existing prohibitions on imports into France and Algeria, except in respect of certain goods which are specified in a schedule annexed to the present decree. The goods specified in the schedule, which remain temporarily subject to import prohibition, are few in number, the most important classes being:—

- Coal tar products and dyes.
- Perfumery, other than soap.
- Yarns and thread.
- Tissues.
- Worked and made-up furs.
- Jewellery and watches, etc.
- Musical instruments.

It should be noted that the raising of the import prohibition referred to above does not apply to goods originating in or imported from European countries subject to the French "General" Tariff rates of duty.

EXPORT RESTRICTIONS REMOVED IN DENMARK.

(*British Board of Trade Journal, June 19.*)

The British Board of Trade are in receipt of information from the Foreign Office that the Danish Government have given a general guarantee, which has been accepted by the Associated Governments, that goods imported into that country will not be re-exported to enemy countries, and that, therefore, except for goods on Lists A or B, all restrictions on export to Denmark, whether by freight or by parcel post, have been removed.

Exporters should satisfy themselves in all cases that the goods are not subject to any Danish import prohibition.

THE TIMBER TRADE OF BRITISH COLUMBIA.

During the year 1918 the fluctuating demand caused by the emergency nature of all business was reflected in the lumber business of British Columbia; but the province during the last two or three years has obtained a footing which requires only sustained effort to secure for British Columbia timber a market for at least 250,000,000 feet a year. The year 1918 saw the province most prominent in connection with the war, the total shipment and production of aeroplane spruce and fir from January to November, 1918, totalling 26,124,000 and 9,224,000 feet respectively. The aggregate estimated value of timber production for 1918 was \$54,162,523, against \$48,300,469 in 1917, and \$29,150,000 in 1915.

The water-borne export of lumber from the province totalled 88,069,029 feet, or more than 100 per cent over 1917 or 1916; 17,024,536 feet went to China and 19,803,335 feet to Japan, as against 1,572,871 feet and 1,590,246 feet in 1917.

The illustration on the front page of this week's *Bulletin* shows lumber being shipped at Vancouver.

NORWEGIAN LAW RELATING TO COMMERCIAL TRAVELLERS.

(*United States Commerce Reports.*)

The following translation of the Norwegian law of July 16, 1907, bearing upon commercial travellers, which is the law now in force, has been transmitted by the consul general at Christiania:—

Commercial travellers who are not inhabitants of the Kingdom¹ are bound to take out a trading license if they intend on their own account, or on account of other parties, with or without samples, to negotiate for or conclude the sale of any merchandise which is to be delivered from foreign countries.

The trading license shall be taken out with the local police authorities on the traveller's arrival in the Kingdom, or before he commences business. It shall only be granted for one or more periods of thirty days, calculated from the day of issue. There shall be paid for the same a fee in advance to the exchequer, which is to be charged at the rate of 100 crowns (\$26.80) for each period of thirty days. At every place in which it is attempted to negotiate business the trading license shall be produced to the police, who shall visit the same free of charge.²

¹ Any person who has been residing in the country uninterruptedly for at least one year, and who is still residing here, is an inhabitant. (Art. 20 of the law.)

² Any infringement of the law is punishable under arts. 339 (1) and 406 of the general civil criminal law by a fine of from 1 crown to 5,000 crowns, or imprisonment not exceeding four months.

NEW INCORPORATIONS.

Dominion.

Allie & Packers of Canada, Limited. Incorporators: William Symon Morlock, Sydney Ellis Wedd, Roy Beverley Whitehead and Bruce Victor McCrimmon, solicitors; and Samuel Davidson Fowler, solicitor's clerk—all of Toronto. Capital \$7,500,000, divided into 750,000 shares of \$100 each. Chief place of business, Toronto.

British-America Company, Limited. Incorporators: James Steller Lovell, accountant; William Bain and Charles Delamere Magee, book-keepers; John Henry, solicitor's clerk; and George Grant Paulin, solicitor—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Toronto.

Vosberg Clothes, Limited. Incorporators: John Kerry and Aime Sydney Bruneay, advocates; Minnie Bradley, Margaret Hartley and Dorothy Eva Vipond, stenographers—all of Montreal. Capital \$109,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

J. Spencer Turner Company of Canada, Limited. Incorporators: Walter Scott Burrill, manufacturer; Edward Herbert Ambrose and John Roy Marshall, barristers-at-law; William Hazell and Stanley Rowland Jefferess, student-at-law—all of Hamilton, Ontario. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Hamilton, Ontario. (Private company.)

Independent Concrete Pipe Company, Limited. Incorporators: Bertram Blair, manufacturer; Harry McIntosh, merchant, and William Melville Shoebotham, accountant—all three of Woodstock, Ontario; Frank Albert Magee, of Hamilton, Ontario, contractor; George Gates Robinson, engineer; and Leonard John Wooker, sales agent—both of Toronto. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Woodstock, Ontario. (Private company.)

Andrew Motherwell of Canada, Limited. Incorporators: Andrew Motherwell, Dundas, Ontario, miller; Edward Herbert Ambrose and Arthur Burgess Turner, barristers-at-law; William Hazell and Stanley Rowland Jefferess, students-at-law—all of Hamilton. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Dundas, Ontario. (Private company.)

The Niagara Wire Weaving Company, Limited. Incorporators: Hamilton Lindsay, Alexander Winton, George Hayes Brown, Thomas Henderson and Harry Hadlow Field, all of Cleveland, Ohio, manufacturers. Capital \$220,000, divided into 2,200 shares of \$100 each. Chief place of business, Niagara Falls, Ontario.

North Star Oil and Refining Company, Limited. Incorporators: Charles James Rattray Bethune, Norman Gordon Larmonth and Russell Morrison Dick, barristers; Edythe Pepplewell, stenographer; and Daniel O'Connor, agent—all of Ottawa. Capital \$1,500,000, divided into 300,000 shares of \$5. Chief place of business, Winnipeg, Manitoba.

The Clement Medicine Company, Limited. Incorporators: Perry George Yale, insurance broker; Joseph Stalker, principal of public school; and Henry Clarke, accountant—all of Ingersoll, Ontario; John George Karn, of Woodstock, Ontario, druggist; and Sidney MacBrien, of Toronto, Ontario, broker. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Woodstock, Ontario.

British Columbia.

Copper Recovery, Limited. Capital \$2,000,000. Registered office, Vancouver.

Nakusp Lumber Company, Limited. Capital \$60,000. Registered office, Nakusp.

Manitoba.

Manifold Light and Power, Limited. Incorporators: William Miller Shaw, accountant; Shirley Ogilvie Patrick Gemmill, student-at-law; Sara Louise Kay,

secretary; Harold St. Clair Scarth, barrister-at-law; and Hugh Phillips, barrister-at-law—all of Winnipeg, Man. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Winnipeg.

Lount Engineering Company, Limited. Incorporators: Charles Taylor Lount, engineer; John Paul McArthur, barrister-at-law; Alma Graham McArthur, barrister-at-law; Frances B. Lount, married woman; Athol William Moffat, clerk—all of Winnipeg. Capital \$60,000, divided into 600 shares of \$100 each. Chief place of business, Winnipeg.

Falconers, Limited. Incorporators: Charles C. Falconer, hardware merchant; Lena Mary Falconer, wife of said Charles C. Falconer; William W. Hollands, chartered accountant; Matthew J. Meder, clerk; and Edgar Garfield Trick, barrister-at-law—all of Winnipeg. Capital \$60,000, divided into 600 shares of \$100 each. Chief place of business, Winnipeg.

The Lambert Stoker Company, Limited. Incorporators: Joshua Kennedy Lambert, gentleman; John Muxlow, salesman; James Henry Boyd, steamfitter; Bert Offer, merchant; Alfred Charles Evans, collector—all of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Winnipeg.

Great West Lumber Mills, Limited. Incorporators: William Paine Dutton, lumberman; George Usher Bacon, lumberman; John William Brown, traveller; Harold St. Clair Scarth, barrister-at-law; and Joseph Thorson, barrister-at-law—all of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Winnipeg.

Gilbert Plains Brick Company, Limited. Incorporators: Alexander Snyder of Portage la Prairie, brickmaker; Archibald Campbell Macdonald, lumber merchant; Peter Archibald Robertson, machine agent; John Brownlee, liveryman; William James Porter, jeweller; and Morley Snyder, brickmaker—all of Gilbert Plains. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Gilbert Plains.

Ontario.

Anthracite Briquet Company of Canada, Limited. Incorporators: George Edgar McCann and Francis Arthur Hammond, solicitors; Arthur Francis Ball, office secretary; and Marion Louise Griffith and Dorothy May Culverwell, stenographers—all of Toronto. Capital \$400,000, divided into 4,000 shares of \$100 each. Head office, Toronto.

Detroit Canadian Oil and Gas Company, Limited. Incorporators: James Harley, Edmund Sweet and Archibald Manson Harley, barristers-at-law; and Janet Graham and Elsie Wilmot, stenographers—all of Brantford. Capital \$60,000, divided into 1,200 shares of \$50 each. Head office, Markdale, Ontario.

The Macassa Gold Mines, Limited. Incorporators: James Cowan, Esquire; and Hazel Grace Cunningham, Annie Edna Heron, Katherine Leila Johnston and Veronica Schillinger, stenographers—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

The Nutrient Food Company, Limited. Incorporators: Henry Hague Davis, Edward Henry Bower and Lawrence Alfred Landriau, solicitors; John Robertson Robinson, student-at-law, and Nellie Boynes, book-keeper, all of Toronto. Capital \$500,000, divided into 50,000 shares of \$10 each. Head office, Toronto.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending June 27, 1919.	Wheat.	Oats.	Barley	Flax.	Rye.	Totals
	Bushels.	Bushels.	Bushels	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	165,589	358,088	110,129	218	46,524	680,548
Consolidated Elevator Co.	22,547	41,819	25,252	26,441	2,735	118,794
Empire Elevator Co.	17,051	133,274	20,242	16,007	3,457	190,031
Ogilvie Flour Mills Co.	221,488	47,781	23,524	.....	1,657	294,450
Western Terminal Elevator Co.	15,634	54,807	3,139	18,900	1,185	93,655
G. T. Pacific.	172,149	313,640	27,514	14,270	6,046	533,619
Grain Growers' Grain Co.	19,823	448,926	105,709	.....	25,197	599,655
Fort William Elevator Co.	8,070	311,982	17,218	13,940	947	352,157
Eastern Terminal Elevator Co.	35,259	46,747	170	.....	10,554	92,730
Northwestern Elevator Co.	25,837	41,888	9,085	.....	240	77,050
Port Arthur—						
Port Arthur Elevator Co.	256,235	717,842	182,392	18	68,988	1,225,475
Sask. Co-operative Elev.	171,562	193,247	49,379	39,483	18,044	471,715
Canadian Government Elevator.	128,704	178,387	29,149	14,509	13,000	363,749
Can. Govt. Elev., acct. Imp. Govt. ....	.....	.....	.....	62	.....	62
Thunder Bay.	151,120	372,910	37,169	5,999	2,067	569,265
Davidson & Smith.	72,167	109,755	44,652	.....	7,313	233,887
Eastern-Richardson.	150,282	48,166	16,079	11,982	130,994	357,503
Total Terminal Elevators	1,633,517	3,419,259	700,802	161,829	338,948	6,254,355
Saskatoon Can. Govt. Elevator	241,957	535,112	61,220	1,300	.....	839,589
Moosejaw Can. Govt. Elevator.	311,724	279,939	19,085	4,477	12,381	619,369
Calgary Can. Govt. Elevator.	380,037	131,147	26,801	447	1,763	553,305
Vancouver Can. Govt. Elevator.	4,071	76,646	.....	220	12,272	80,937
Total Interior Terminal Elevators.	937,789	1,022,844	107,106	6,444	19,017	2,093,200
Depot Harbour. ....	.....	.....	.....	.....	.....	.....
Midland—						
Aberdeen Elevator Co.	4,996	27,228	.....	.....	.....	32,224
Midland Elevator Co.	704,961	359,713	.....	.....	106,373	1,171,047
Tiffin, G. T. P.	134,627	22,498	51,997	.....	.....	209,122
Port McNicoll.	1,134,810	196,144	59,958	.....	.....	1,390,912
Collingwood. ....	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator & Transit Co.	764,948	152,112	.....	.....	.....	917,060
West Can. Flour Mills Co., Ltd.	522,650	.....	.....	.....	.....	522,650
Kingston—						
Montreal Transportation Co. ....	.....	.....	.....	.....	.....	.....
Commercial Elevator Co.	713	2,257	.....	.....	.....	2,970
Port Colborne Dom. Govt. Elevator.	257,287	.....	6,729	.....	.....	264,016
" Maple Leaf Mill'g Co., Ltd.	753,015	.....	.....	.....	.....	753,015
Prescott. ....	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners No. 1.	750,046	.....	1,256,118	.....	.....	2,006,164
" " No. 2.	712,159	196,403	595,304	.....	.....	1,503,866
Montreal Warehousing Co.	607,719	13,192	809,855	.....	.....	1,430,766
Ogilvie Flour Mills Co., Ltd.	734,071	419	17	.....	.....	734,507
Quebec Harbour Commissioners.	764,758	29,166	.....	.....	.....	793,924
West St. John, N.B.	552,037	9,703	51,594	.....	.....	613,334
Halifax, N.S.	341,882	.....	.....	.....	.....	341,882
Total Public Elevators.	8,740,679	1,008,835	2,831,572	.....	106,373	12,687,459
Total quantity in store.	11,321,985	5,450,938	3,639,480	168,273	44,982	21,035,014

†Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended June 27, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard			34,872	127,696	162,568
No. 1 Northern		146,490	631,529	2,701,471	3,479,490
No. 2 "		61,297	156,419	1,217,493	1,435,209
No. 3 "		249,325	78,303	1,417,459	1,745,087
No. 4 Wheat		264,557	5,407	1,393,563	1,663,527
No. 5 "		229,231	8,543	631,249	869,023
No. 6 "		474,920		378,274	853,194
Other		207,697	22,716	873,474	1,103,887
Totals		1,633,517	937,789	8,740,679	11,311,985
Oats—					
No. 1 C. W.		2,701			2,701
No. 2 "		371,583	66,888	298,590	737,061
No. 3 "		550,143	66,854	189,730	806,727
Ex. No. 1 Feed		454,062	213,580	95,743	763,385
No. 1 Feed		327,737	285,756	141,700	755,193
No. 2 "		1,437,315	323,825	182,858	1,943,998
Other		275,718	65,941	100,214	441,873
Totals		3,419,259	1,022,844	1,008,835	5,450,938
Barley—					
No. 3 extra C.W.				1,235	1,235
No. 3 C.W.		274,889	33,049	1,036,582	1,344,520
No. 4 "		185,386	47,562	1,366,091	1,599,039
Feed		69,565	12,560	100,702	182,827
Rejected		73,013	8,392	322,579	403,984
Other		97,949	5,543	4,383	107,875
Totals		700,802	107,106	2,831,572	3,639,480
Flax—					
No. 1 Northwestern Canada	62	98,174	3,132		101,368
No. 2 C.W.		40,361	1,353		41,714
No. 3 "		16,778	1,069		17,847
Rejected			54		54
Other		6,454	597		7,051
Imp. Govt.			239		239
Totals	62	161,767	6,444		168,273
Rye—					
No. 1 C.W.		4,576			4,576
No. 2 "		240,573	12,272	50,011	302,856
No Grade		9,817			9,817
Rejected		37,840		15,067	52,907
Other		46,142	1,763	41,295	89,200
Totals		338,948	14,035	106,373	459,356
Corn			4,982		4,982
Total quantity in store ..		6,254,355	2,093,200	12,687,459	21,035,014

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East on June 27, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Totals.
	Bushels.	Bushels.	Bushels.
<i>June 27, 1919—</i>			
Terminal elevators.....	1,633,517	4,620,838	6,254,355
Interior terminals.....	937,789	1,155,411	2,093,200
Public elevators in the East.....	8,740,679	3,946,780	12,687,459
Total.....	11,311,985	9,723,029	21,035,014
<i>June 28, 1918—</i>			
Terminal elevators.....	868,269	6,242,466	7,110,735
Interior terminals.....	324,541	1,766,844	2,091,385
Public elevators in the East.....	3,855,258	7,722,578	11,577,836
Total.....	5,048,068	15,731,888	20,779,956
<i>June 29, 1917—</i>			
Terminal elevators.....	6,704,307	6,459,406	13,164,213
Interior terminals.....	761,989	464,923	1,226,912
Public elevators in the East.....	4,669,005	8,663,780	13,332,785
Total.....	12,135,301	15,588,109	27,723,910
<i>June 29, 1916—</i>			
Terminal elevators.....	14,860,366	6,249,605	21,109,971
Interior terminals.....	1,630,598	426,281	2,056,879
Public elevators in the East.....	6,881,075	7,067,687	13,948,762
Total.....	23,372,039	13,743,573	37,115,612
<i>July 2nd, 1915—</i>			
Terminal elevators.....	2,399,718	2,355,147	4,754,865
Interior terminals.....	164,066	245,337	409,403
Public elevators in the East.....	1,374,777	2,081,723	3,456,500
Total.....	3,938,561	4,682,207	8,620,768
<i>July 2nd, 1914—</i>			
Terminal elevators.....	3,599,772	4,578,411	8,178,183
Public elevators in the East.....	5,363,615	5,006,561	10,370,176
Total.....	8,963,387	9,584,972	18,548,359

**Quantity of United States Grain in Store at the Public Elevators in the East for
the Week ending June 27, 1919.**

	Wheat.	Oats.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
<i>June 20, 1919.</i>					
G. T. P., Tiffin, Ont.....			44,950		44,950
Aberdeen Elevator, Midland, Ont.....		85,074		* 65,011	150,085
Quebec Harbour Commissioners, Quebec	3,127				3,127
Harbour Commissioners No. 1.....	3,128				3,128
" " " " 2.....	1,564		55,046	2,212	58,822
Port McNicoll, C.P.R.....		39,264			39,264
Midland Elevator Co., Midland, Ont..		660,602			660,602
Total.....	7,819	784,940	99,996	* 65,011 2,212	959,978

* Malting Barley.

BUILDERS' HARDWARE FOR SOLDIERS' HOMES IN AUSTRALIA.

Just as this issue is going to press, particulars have been received from Melbourne, of the requirements of builders' hardware to be used in the construction of soldiers' homes in Australia. Interested Canadian manufacturers are invited to promptly communicate with the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa (refer to file 22930), for details of the goods which are briefly outlined as follows (approximate size):—

- 10,000 escutcheons, 10 $\frac{1}{4}$ by 2 $\frac{3}{8}$ inches.
- 100,000 escutcheons, 7 by 2 $\frac{3}{8}$ inches.
- 10,000 knobs, 2 $\frac{1}{4}$ by 2 $\frac{1}{4}$ inches.
- 10,000 mortice knob locks, 5 $\frac{5}{8}$ by 3 $\frac{5}{8}$ by $\frac{5}{8}$ inches.
- 100,000 mortice knob locks, 3 $\frac{3}{4}$ by 3 $\frac{7}{8}$ by $\frac{7}{8}$ inches.
- 200,000 hook sash lifts, 1 $\frac{3}{8}$ inches.
- 200,000 ring sash lifts, 1 $\frac{1}{2}$ inches.
- 100,000 sash fasteners to design.
- 100,000 sash fasteners to design.

Net quotations upon the basis of f.o.b. steamer at ocean port are requested to be cabled at the earliest possible date to the Canadian Trade Commissioner's office, Melbourne (cable address Canadian, Melbourne), for transmission to the Soldiers' Homes Department. Manufacturers must clearly indicate the metals to be used—such as brass, bronze, etc.—and what quantities can be delivered monthly. The next outward mail leaves Vancouver for Australia on July 15, which would give manufacturers an opportunity to furnish their illustrations and designs to approximate as closely as possible the specification given above.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1595. **Swing office chairs.**—A firm of importers in London, England, wish to get large supplies of the mechanism of swing office chairs with a tilting action.

1596. **Drinking straws.**—A firm in London, England, wish to get large quantities of drinking straws. They are ready to place an order for 250,000 straws immediately, and would require additional quantities later on.

1597. **Textiles, cartridges, gunpowder, etc.**—A firm of Larnaca, Cyprus, desire to establish business relations with first manufacturers of textiles, cartridges, shot, gunpowder, etc.

1598. **Canadian products.**—A firm in Durban, Natal, desire to establish relations with Canadian producers of all products suitable for importation into South Africa.

1599. **Representation.**—A commission house of Libia, Italy, desire to represent Canadian firms for commodities suitable for import to that province.

1600. **Electrical and mechanical engineering plant.**—An old-established firm of electrical and mechanical engineers in London, England, desire to act as representatives for the purchase of all classes of plant. Correspondence is desired from Canadian firms wishing a purchasing representative in Great Britain.

1601. **Canned fruits and general produce.**—A firm of importers of London, England, desire to establish business relations with Canadian exporters of canned fruits and general produce.

1602. **Fireproof materials, machinery, etc.**—A firm in Middelfart, Denmark, desire to represent Canadian manufacturers of fireproof materials, all kinds of machinery, apparatus for gas and waterworks, tubes, coal, etc.

1603. **Alimentary products, paper, pulpwood.**—An importer of Bordeaux, France, desires to establish business relations with Canadian producers of alimentary pastes, lard, hams, meat, and paper for printing or packing, and also pulpwood.

1604. **Representation.**—A commission house of Calcutta, India, with branches at Bombay and Karachi, are regular importers of American and Canadian produce, and desire to extend their connections to reliable houses who are keen on export of Canadian goods. They write: "We are open to consider sole agency for Bengal, Assam, United Provinces, Bihar and Orissa and Punjab."

1605. **Wheat, rye flour, rolled oats, iron and steel.**—An importer in Stavanger, Norway, desires to establish business relations with first-class Canadian mills and exporters of wheat and rye flour, rolled oats, iron and steel.

1606. **Stationery supplies.**—An agent in Vladivostok, -Siberia, is desirous of securing representation for Canadian manufacturers of stationery supplies such as pens, pencils, paper, ink and typewriting articles.

1607. **Electrical agencies.**—A Durban firm with large connections make inquiry for the representation of a manufacturer of electric cables of 19/16, 19/18, 7/14, 7/16, 7/18, 7/20, 7/22, 3/20, 3/22, 1/18, to pass Cable Makers' Association V.R. 600 Meg.; also bare copper wire, No. 8, 6, 16, 19/14, 19/16, 19/17; twin flex. 23/36, weatherproof wire, No. 10; double cotton-covered wire, No. 14, 15, 16, 17, 18, 19 and 20; flexible wire silk or cotton covered, two- and three-ply; electric lamps, 30, 40, 60, 100 watt, 200 volts; vulcanized rubber wire, 18 gauge; $\frac{1}{2}$ -inch and $\frac{3}{4}$ -inch simplex tubing for wiring purposes, electric chandeliers, hall lamps, drawing-room lamps and public hall lamps

1608. **Foodstuffs.**—A Cape Town firm of manufacturers' representatives are prepared to take up the agency for Canadian foodstuffs in such lines as flour, cereals, cheese, condensed milk, bacon, canned fruit and vegetables, canned butter, yeast cakes, baking powder, and salmon.

1609. **Tools.**—A South African firm of commission agents are prepared to take up the Canadian representation of carpenters' tools.

1610. **Agencies.**—A South African firm of manufacturers' representatives are prepared to take up Canadian agencies in nails and staples, fencing wire, picks, shovels, axes, hoes, forks, and stoves.

1611. **Boots and shoes.**—A South African firm of manufacturers' representatives request correspondence from Canadian manufacturers of boots and shoes.

1612. **Leather.**—A South African firm of manufacturers' representatives is prepared to take up an agency for leather.

1613. **Agencies.**—A Cape Town commission agent is prepared to take up Canadian agencies on hardware of all kinds, and brushware.

1614. **Foodstuffs.**—A Cape Town commission agent seeks the representation of any line of Canadian foodstuffs. Correspondence is requested, with price lists.

1615. **Foodstuffs.**—A South African commission agent is prepared to take up the representation of Canadian foodstuffs and other grocery proprietary lines, mentioning in a special way canned salmon and flour. Catalogues and price lists are asked for and, if possible, a selected range of samples.

1616. **Dry goods.**—A South African manufacturers' representative with well-established connections is prepared to take up the agency for Canadian cotton piece-goods, and requests clippings and quotations from Canadian manufacturers.

1617. **Boots and shoes agency.**—A Cape Town commission agent is prepared to take up the Canadian representation of men's, women's and children's boots and shoes. Quotations and samples, if possible, are requested.

1618. **Agencies.**—A Cape Town commission agent seeks the representation of such lines as hardware, all kinds, enamelware, brushware and kindred lines. Correspondence is requested from Canadian manufacturers, with catalogues and price lists.

1619. **Paints and varnish.**—A Cape Town manufacturers' representative is prepared to take up a Canadian paint and varnish agency. Correspondence is requested, with samples when possible, price lists and colour cards, from Canadian manufacturers.

1620. **Cart and carriage material.**—A Cape Town manufacturers' representative asks for catalogues and price lists from Canadian manufacturers of cart and carriage material, all kinds, with a view to taking up the agency for same.

1621. **Pickled fish.**—A merchant in Antigua is desirous of getting in touch with Canadian exporters of pickled herrings and alewives.

1622. **Furniture.**—An Antigua importing firm would like to be put in communication with Canadian firms exporting chairs, tables, iron bedsteads, beds and mattresses.

1623. **Boots and shoes.**—A manufacturers' representative would like to get in touch with a Canadian firm desiring to export boots and shoes to the West Indies.

1624. **Wire netting.**—A merchant in Antigua is desirous of 'stocking Canadian wire netting.

1625. **Auto accessories.**—A firm in Antigua wishes to 'be put in touch with a Canadian firm exporting auto accessories.

1626. **Flour.**—A firm of general commission merchants in Antigua would like to be put in communication with Canadian exporting flour firms.

1627. **Oilmeal and patent stock feed.**—A firm of commission merchants in Antigua would like to get in touch with Canadian exporters of oilmeal and patent stock feed.

1628. **Canned fish.**—A grocery firm in Antigua desires to be put in touch with Canadian exporters of sardines, pilchards and herrings.

1629. **Red salmon.**—A firm in Antigua asks to be put in touch with Canadian exporters of red salmon.

1630. **Bacon and ham.**—A firm of grocers in Antigua wishes to purchase Canadian bacon and ham.

1631. **Pork.**—A merchant in Antigua wishes to get in touch with Canadian exporters of pork.

1632. **Oilmeal.**—A commission merchant in Antigua desires to be put in communication with Canadian firms exporting oilmeal.

1633. **Sulphite pulp.**—A large and important Japanese concern in Tokyo is anxious to handle some good lines of Canadian easy bleaching sulphite pulp. Samples and full particulars are requested immediately.

1634. **Mica.**—A Japanese firm in Tokyo makes inquiries for good Canadian mica, and will be interested to hear from exporters, giving prices and full information as regards packing, shipping, etc.

1635. **Tanned skins.**—A firm in Firenze, Italy, require tanned calf skins, black and coloured, and tanned kid skins, black and coloured. A number of samples are required. One or more parcels by post can be forwarded, well packed, and cash against documents.

1636. **Woollens.**—An Italian firm wish to get into touch with Canadian manufacturers of woollen piece-goods, suitable for making men's and women's winter clothes, and also with manufacturers of woollen cloth.

1637. **Nails.**—An Italian firm want to buy Canadian nails for shoemaking. Samples and prices asked for. All offers must be c.i.f. Italian port, or f.o.b. both Canadian and American ports.

1638. **Excavators.**—A firm in Vladivostok, Siberia, are desirous of prices and other particulars with regard to excavators. Further particulars on application at Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1639. **Catalogues for Siberia.**—A firm in Ekaterinburg, Russia, desire to receive catalogues from Canadian manufacturers of agricultural machinery, enamelled ware, glassware, hardware, etc.

1640. **Turbine wheel.**—A firm in Siberia are desirous of information from Canadian firms in a position to supply turbine wheel. Further particulars on application at Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1641. **Saw-milling machinery.**—The Forestry Department of a district in Siberia is anxious to obtain from Canada ten saw-milling outfits.

1642. **Wheat flour, beans, vegetables, alimentary products.**—An importer of Paris, France, is particularly interested in wheat flour, beans, vegetables, and alimentary products. He writes: "Prices to be quoted c.i.f. Havre, or any French port, or c.i.f. Anvers. These prices c.i.f. might be established by taking the freight price as basis, and consequently would vary according to the increase or decrease of this basis. Samples must be sent in quantities of about a dozen boxes of each variety for

which prices are quoted. If the merchandise is sold in barrels, and it be impossible to retail same, then if absolutely necessary a barrel may be sent."

1643. Goods wanted for Abyssinia.—A firm of importers in Abyssinia are interested in fruits in syrup and would like to receive price lists and samples. If the goods can compete with those of California, a good business can be done.

1644. Cloth, ironware, etc.—A firm at Cartago, Costa Rica, desire to establish business relations with Canadian manufacturers of cloth, including both cotton and wool, and ironware, in both instances in reference to articles suitable for the Costa Rican trade.

1645. The editor of the *Politiken*, Copenhagen, is desirous of encouraging trade between Denmark and Canada and the United Kingdom. Goods required include: Bacon, lard, wheat, canned fruits, all kinds of textile goods, machinery of all descriptions, including locomotives, steam engines, motors, machines for making tools, agricultural machinery, cycles, sewing-machines, typewriters, etc., motor-cars, including private high-class motors as well as motor-vans and motor-cycles, also apparatus for electric power and heating, and rubber goods.

1646. Grease-proof paper, raw asbestos.—A Belgian importer desires to establish business relations with leading manufacturers of grease-proof paper and producers or exporters of raw asbestos.

1647. Barytes.—An importer of Liverpool, England, desires to correspond with Canadian exporters of barytes.

1648. Food products.—Canadian exporters of food products who are interested in establishing trade relations with Swiss importers will find it to their advantage to get in touch with Colonel De Reynier, Director of the office in Paris of the Société de Surveillance Economique. Colonel De Reynier advises that Swiss merchants will be very glad to be put in touch with Canadian exporters of foodstuffs with a view to obtaining part of the supplies for Switzerland during the coming crop year.

1649. A Rotterdam, Holland, house wish to represent Canadian firms exporting the following articles and commodities: Wood-working machines, iron and steel, oils, fats, fertilizers, oil engines and oil machines, knitted cotton goods, paddles, hides, pelts and furs, particularly the three latter articles.

1650. Agricultural implements, brick-making machines, hydraulic turbines.—A Belgian firm are in the market for Canadian agricultural implements, brick-making machines, and hydraulic turbines. Correspondence should be in French.

1651. Household utensils, furniture and mattresses.—A Belgian firm are interested in receiving quotations, if possible c.i.f. Antwerp, from Canadian manufacturers of low-priced household articles and utensils, as well as moderately-priced furniture, and woollen mattresses. Correspondence in French or English.

1652. Agricultural implements.—A Belgian firm wish to get in touch with Canadian manufacturers of agricultural implements of all kinds. Correspondence may be in English, preferably Flemish or French.

1653. An engineer and manufacturers' agent who has been in the electrical and automobile industry for many years in the United Kingdom wishes to get in touch with Canadian manufacturers of electrical lines and automobiles with a view to acting as selling agent for them.

1654. Apples.—An importing London firm with long-standing connections in Nova Scotia, are interested in selling offers of from thirty to forty cars of British Columbia apples.

1655. Apples.—A London firm ask for consignments for sale on commission. Will also consider selling orders.

1656, 1664, 1665. Apples.—Three London firms solicit consignments of boxed and barrelled apples for sale on shippers' account.

1657. Apples.—A Southampton firm are interested in offers of boxed and barrelled apples.

1658, 1660. Apples.—Two London fruit merchants ask for offers of boxed and barrelled apples.

1659. **Apples.**—A London fruit broker* is especially interested in box apples. Will buy or sell on commission.

1661. **Apples.**—A London firm of fruit brokers desire to extend a connection already formed in Nova Scotia for the sale of apples on commission.

1662. **Apples.**—A Southampton fruit merchant is interested in offers of boxed and barrelled apples.

1663. **Apples.**—Two London firms are interested in consignments of boxed and barrelled apples.

1666. **Hickory pick handles.**—A Sheffield firm make inquiry for hickory pick handles.

1667. **Apples.**—A London firm handling box apples on a large scale wish to extend their connections.

1668, 1670, 1671, 1672. **Apples.**—Four London firms wish to extend their connections for the sale of boxed and barrelled apples on commission.

1669. **Apples.**—One of the most important London importers of apples for private treaty selling wish to extend their connections with exporters of boxed and barrelled apples.

1674, 1678. Two London firms are interested in offers of boxed and barrelled apples for purchase or sale on commission.

1675. **Apples.**—A London firm ask for consignments of boxed and barrelled apples for auction selling. Will also consider purchase offers.

1676. **Apples.**—A London firm are interested in selling offers of boxed apples.

1681. **Trade with Brazil.**—A French firm newly established in Brazil would like to get in touch with Canadian firms interested in Brazilian trade.

AUSTRALIAN GOVERNMENT'S BUILDING REQUIREMENTS.

In *Weekly Bulletins* Nos. 788 and 801 there appeared a résumé of the immense quantities of flooring, lining, doors and sashes which the Commonwealth Soldiers' Homes Department requires for the vigorous prosecution of their construction programme. Recent cables from the Canadian Trade Commissioner's office, Melbourne, intimated some slight alterations to the specification originally supplied, hence the position is recapitulated thus for the information of lumber exporters in Canada:—

Flooring, T. & G.—4-inch by 1-inch and 6-inch by 1-inch.

Lining, T. & G.—6-inch by $\frac{1}{2}$ -inch (apparently single cargoes of flooring and single cargoes lining, respectively, are required).

Doors.—6-foot 8-inch by 2-foot 8-inch by $1\frac{1}{2}$ -inch.

Sashes.—5-foot 10-inch by 2-foot 10-inch by $1\frac{1}{2}$ -inch.

Best grade of all suitable timbers is specified, dressed on all the faces.

The quantities required are:—

Approximate total requirements for period of five years—	Estimated Requirements of First Year.
500,000 standard doors	60,000
600,000 sashes	120,000
350,000,000 sup. ft. flooring	70,000,000
350,000,000 " lining	10,000,000

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Scandinavian, C.P.O.S. Line, about July 4; *Grampian*, C.P.O.S. Line, about July 6; *Minnedosa*, C.P.O.S. Line, about July 7; *Metagama*, C.P.O.S. Line, about July 11; *Megantic*, White Star-Dominion Line, about July 12; *Canadian Ranger*, Can. Govt. Merchant Marine, Ltd., about July 15; * *Empress of Britain*, C.P.O.S. Line, about July 16; *Corsican*, C.P.O.S. Line, about July 17; *Tunisian*, C.P.O.S. Line, about July 20; *Melita*, C.P.O.S. Line, about July 22; *Rimouski*, White Star-Dominion Line, about July 22; *Canada*, White Star-Dominion Line, about July 26; *Scotian*, C.P.O.S. Line, about July 31.

MONTREAL TO LONDON.

Verbania, Cunard Line, about July 8; *Cornish Point*, C.P.O.S.-Furness Line (Furness), about July 10; *Batsford*, C.P.O.S.-Furness Line (C.P.O.S.), about July 10; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about July 17; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about July 18; *Hambleton Range*, C.P.O.S.-Furness Line (Furness), about July 23; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about July 23; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about July 24; *Mottisfont*, C.P.O.S.-Furness Line (C.P.O.S.), about July 30; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about July 30.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about July 30.

MONTREAL TO GLASGOW.

Saturnia, Anchor-Don. Line, about July 5; *Inkula*, Cunard Line, about July 8; *Cassandra*, Anchor-Don. Line, about July 15; *Montcalm*, C.P.O.S. Line, about July 23; *Holbrook*, C.P.O.S. Line, about July 30.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Dominion, Dominion Line, about July 3; *Ocean Monarch*, Cunard Line, about July 10; *Monmouth*, C.P.O.S. Line, about July 13; *Sardinian*, C.P.O.S. Line, about July 19; *Copenhagen*, Cunard Line, about July 19.

MONTREAL TO MANCHESTER.

Manchester Division, Manchester Liners, about July 7; *Manchester Brigade*, Manchester Liners, about July 8; *Manchester Mariner*, Manchester Liners, about July 19.

MONTREAL TO HULL.

Sidlaw Range, Furness Line, about July 10.

MONTREAL TO LEITH

Cairndhu, Thomson Line, about July 18.

* Sails from Quebec.

MONTREAL TO DUBLIN.

Fanad Head, Head Line, about July 20.

MONTREAL TO BELFAST.

Carrigan Head, Head Line, about July 6; *Ballygally Head*, Head Line, about July 18.

MONTREAL TO ST. NAZAIRE (FRANCE).

Alston, Can.-French Line, about July 6.

MONTREAL TO HAVRE (FRANCE).

A Steamer, Canadian-Trans-Atlantique Line, about July 4.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan MacWilliam, Houston Lines, about June 30; *Canadian Miller*, Can. Govt. Mer. Marine, Ltd., about July 5.

MONTREAL TO SOUTH AFRICA.

Cape Town, *Port Elizabeth*, *East London*, *Durban* and *Delagoa Bay*.

Kwarra, Elder-Dempster Line, about July 10; *New Brunswick*, Elder-Dempster Line, about July 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, *Sydney*, *Auckland*, *Wellington*, *Lyttleton* and *Dunedin* (Port Chalmers).

Waipara, New Zealand Shipping Co., about July 15; *Kumara*, New Zealand Shipping Co., about August 1.

MONTREAL TO BARBADOS, TRINIDAD AND HAVANA (CUBA).

Canadian Warrior, Can. Govt. Merchant Marine, Ltd., about July 12.

MONTREAL TO ST. JOHNS, NEWFOUNDLAND.

A Steamer, Gulf of St. Lawrence Shipping and Trading Co., about July 15.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about July 11; *Chaleur*, Royal Mail Steam Packet Co., about July 25.

From Vancouver and Victoria.

VANCOUVER AND VICTORIA TO LIVERPOOL.

Crown of Galicia, Harrison Direct Line, about July 10.

From Victoria.

VICTORIA TO UNITED KINGDOM PORTS (VIA PANAMA CANAL).

Astyanax, Blue Funnel Line, about July 30.

VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Cyclops, Blue Funnel Line, about July 10.

VICTORIA TO YOKOHAMA, KOBE, MOJI, SHANGHAI, AND HONG KONG.

Canada Maru, Osaka Chosen Kaisha, about July 23.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Kashima Maru, Nippon Yusen Kaisha, about July 12.**RE-EXPORTATION OF GOODS FROM COPENHAGEN FREE PORT.**

(Cablegram from *Chargé d'Affaires Grant Smith, Copenhagen, Denmark, May 28, 1919, in United States Commerce Reports.*)

The Copenhagen free port during the war has been subject to restrictions relative to re-exports, which are now modified as follows:—

Goods entering the free port, covered by through bills of lading which when issued showed the final ports of destination, may be re-exported without application to the authorities of Denmark. Danish export licenses are required for other goods, but it may be generally expected that licenses will be granted even though the goods are transhipped or landed and stored there. Unless taken from the free port into the country, customs duties are not charged on such goods.

All documents should be forwarded on the vessel with the goods.

AMERICAN EXPORT COMBINATIONS.

(*British Board of Trade Journal.*)

A Bill is under consideration in the United States Senate to increase the facilities already granted under the Webb-Pomerene Act for the formation of export combinations. The Bill is known at present as the Fletcher Bill, and its outstanding provision is to exempt combinations "from all Federal tax of any nature whatever, except the fees for filing the articles of incorporation, and such other fees as may be prescribed by the Secretary of Commerce under the provisions of this Act." American companies engaged in foreign trade may be incorporated under Federal laws as distinguished from incorporation under State laws, and such corporations shall carry the legend "Incorporated, U.S.A."

Another important feature of the Bill is the extension of the principle of combination for engaging in export trade to companies engaged in import trade, with the proviso, however (which is not actually stated, but is implied), that combines under this head import goods for re-export only, and not for home consumption.

One point in the Webb-Pomerene Act which has been the subject of conflicting interpretations by American lawyers is cleared up in this Bill. It permits the combination of non-competitive export associations, but rules out combinations of competitive interests. Corporations may therefore hold stock in kindred, but not in competing, corporations.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifuns kaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbejd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

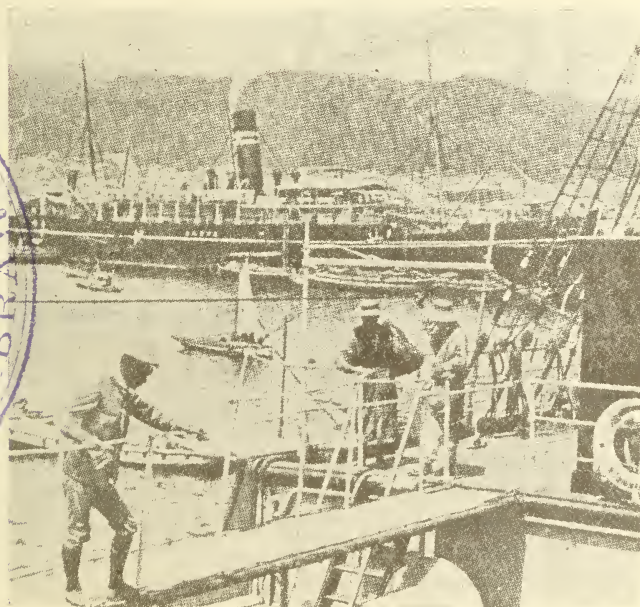
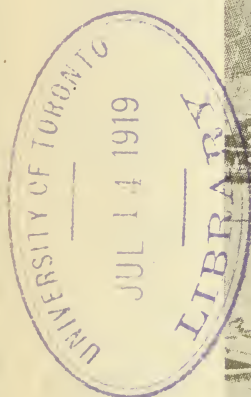
Bureau of Statistics.
The Canada Year Book.
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1912, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1912, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

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JULY 14, 1919.

No. 806

WEEKLY BULLETIN
DEPARTMENT OF TRADE AND COMMERCE
COMMERCIAL INTELLIGENCE BRANCH
CANADA



The Port of Kobe, the headquarters of the new Japanese shipping combine. (See page 54.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, July 14, 1919.

No. 806

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

Dr. J. W. Ross, Shanghai.. . . .	Now in Western Canada, leaves for Shanghai sailing from Vancouver July 24. Correspondence should be addressed c/o Union Bank, Vancouver.
B. S. Webb, Buenos Aires.. . . .	Now in Canada.
G. B. Johnson, Rio de Janeiro.. . . .	" "
D. H. Ross, Melbourne.. . . .	" "
J. E. Ray, Manchester.. . . .	" "
W. J. Egan, Cape Town.. . . .	" "
W. A. Beddoe, Auckland.. . . .	Will arrive in Ottawa about July 16.
Harrison Watson, London.. . . .	Will arrive in Ottawa about September 15.
H. R. Poussette.. . . .	Has returned from Overseas but has not yet been assigned to any post abroad.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

LARGELY INCREASED SUPPLIES OF FRESH FISH IN THE UNITED KINGDOM.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, June 19, 1919.—Reference has been made in previous reports to the active steps which have been taken by the Admiralty for the restoration of the British fishing industry, and in illustration of the results it is interesting to reproduce the official returns of the Sea Fisheries for England and Wales for the months of April and May, in comparison with 1918, excluding shellfish:—

	Quantity.		Value.	
	1919. Cwts.	1918. Cwts.	1919. £	1918. £
April.. . . .	618,233	251,585	1,545,730	1,260,545
May.. . . .	817,339	305,752	1,476,123	1,121,787

It will be noted that while the quantity has in each case more than doubled, the respective valuations indicate a large drop in the selling price of the fish.

It will obviously be some time before landings can equal the pre-war standard, but the great improvement in the quantities of fresh fish must have a marked effect upon the prospects for frozen fish.

PROHIBITED IMPORTS INTO THE UNITED KINGDOM.

A cablegram from the Secretary of State for the Colonies to the Governor General of Canada contains the intimation that a proclamation dated June 25 has been issued prohibiting importation into the United Kingdom, except under Board of Trade license, chemicals of all descriptions, electrical goods, including electrical plant and machinery of all kinds, and insulating materials of all descriptions, scientific, mathematical and optical instruments, tungsten power and ferro tungsten.

JAPAN'S GREAT PROGRESS IN SHIPBUILDING.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, June 18, 1919.—At the outbreak of war in 1914 there were only seventeen berths for the construction of steel ships in Japanese shipbuilding yards. Now there are at least 145. The subjoined table will illustrate the great strides that have been made in this country in ship construction:—

	Number of Steel Vessels Launched.	Tonnage.
1914..	16	78,010
1915..	8	40,485
1916..	40	141,827
1917..	90	349,455
1918..	185	513,534

PROGRAMME FOR 1919.

Owing to the slump which was felt in almost every kind of industry after the armistice, and particularly in the shipbuilding trade, many of the smaller yards were forced to close down, and although the interests of the large builders suffered considerably, the prearranged programme of construction was nevertheless followed out. The underlying particulars giving the names of shipyards and showing the number of vessels and tonnage to be built during the year 1919 will be of interest:—

Builder—	Number of Vessels.	Gross Tonnage.
Kawasaki Dockyard..	30	175,800
Asano Shipyard..	10	63,340
Osaka Ironworks, Osaka..	10	62,700
“ “ Innoshima..	9	63,200
Mitsubishi Shipyard, Nagasaki..	9	42,564
“ “ Kobe..	1	5,150
Harima Dockyard..	7	40,735
Uraga Dockyard..	7	33,110
Ishikawajima Shipyard..	6	15,400
Uchida Shipyard..	4	16,000
Yokohama Dockyard..	4	15,080
Mitsui Shipbuilding Department..	3	14,100
Nitta Shipyard..	6	13,150
Asahi Shipyard..	3	11,400
Toba Shipyard..	5	10,400
Fujinagata Shipyard..	3	8,150
Aizawa Shipyard..	4	6,100
Naniwa Shipyard..	3	5,200
Yoshiura Shipyard..	1	2,700
Osaka Ceramic and Shipbuilding Company..	1	2,200
Ono Shipyard..	1	2,000
Tochigi Shipyard..	1	2,000
Kidzugawa Shipyard..	1	1,850
Shinki Shipyard..	1	1,500
Miyauchi Shipyard..	1	1,450
Toyo Industrial Shipbuilding Company..	1	1,420
Fujima Shipyard..	1	1,300
Harata Shipyard..	1	1,300
Kyushu Shipyard..	1	1,250
Hotta Shipyard..	1	1,200
Matsuo Ironworks..	1	1,200
Total..	137	622,949

During the first four months of this year some 44 vessels totalling 184,611 tons were constructed. Of the estimated total for the whole year (622,949 tons) there are 30 ships aggregating some 250,000 tons dead weight which are being constructed for the United States Government. The Japanese authorities arranged last year to build these ships for the United States in return for a supply of 125,000 tons of shipbuilding

steel. Since the preliminary arrangements were made, some change in design was made which has somewhat retarded building operations, but the 30 vessels referred to have recently been contracted for at the following yards:—

Shipyard—	Number of Vessels to be Built.
Kawasaki Dockyard Company.. . . .	5
Osaka Ironworks.. . . .	4
Mitsui Shipyard.. . . .	2
Asano Shipyard.. . . .	2
Ishikawajima Shipyard.. . . .	2
Asahi Shipyard.. . . .	1
Nitta Shipyard.. . . .	1
Yokohama Dockyard.. . . .	3
Uraga Dockyard.. . . .	3
Mitsubishi Shipyard.. . . .	2
Uchida Shipyard.. . . .	2
Harima Shipyard.. . . .	2
Fujinagata Shipyard.. . . .	1

JAPANESE MERCANTILE MARINE.

According to the latest estimate of the Department of Communications, vessels over 20 tons registered in Japan, Korea, and Formosa number 2,835, with a total tonnage of 2,472,295 tons.

A NEW JAPANESE STEAMSHIP MERGER.

After the armistice was signed, as in all other business, a noticeable slackness prevailed in ocean shipping. Freight rates fell from thirty and forty dollars a ton to seven and eight dollars while charter rates also dropped to as low as yen 10 per ton, having been up as high as yen 40 per ton during the war. It was therefore thought that an amalgamation of some of the smaller steamship companies would help to solve the problem faced at that time, as well as would enable the companies which took part in the project to compete more favourably with the strong companies of Europe and America.

In the middle of February last it was reported that the Toyo Kisen Kaisha, the Asano Dockyard, and a number of other important commercial and industrial companies of Japan were arranging for what they termed the world's largest steamship company. It was said that the project was to be financed by American and Japanese capital, that the proposed company would charter over 100 large steamers in America and would take over all vessels of over 5,000 tons belonging to the Japanese firms concerned in return for shares in the proposed company. In this way they could compete with the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, and also with foreign companies. The proposed capital of the company was to be yen 200,000,000.

Since that time negotiations have been going on, but apparently with various difficulties, particularly the financing of the scheme.

It has now been finally decided to carry out the proposed merger to be known as the Kokusai Kisen Kaisha (International Steamship Company). There are certain changes to be noted, however, in the final plans. No American capital whatsoever is to be invested in the company, according to the latest advice, as it was thought best to have the control entirely in Japanese hands. The total tonnage, which was at first to be 600,000 tons, has been reduced to 499,500 tons. The capital is to be yen 100,000,000 instead of yen 200,000,000, as was estimated early in the year. This is to be made up of 2,000,000 shares, all of which is taken up by the promoters. The vessels are to be bought from the promoting companies at yen 350 per ton, one-half of which is to be paid in cash and the other by shares in the company.

Financial assistance is being obtained from the Government and the Japanese Industrial Bank at a very low rate of interest. It is said that of the yen 175 required per ton, yen 125 is to be advanced by the Japan Industrial Bank by the issue of debentures, while the remaining yen 50 per ton, or yen 25,000,000 altogether for the total 500,000 tons, is to be provided by the Government. For this accommodation the

Japan Industrial Bank will also issue debentures, on the security of which the Government will advance the money. These debentures will bear interest at the rate of 7 per cent per annum.

More than half of the tonnage is to be offered by the Kawasaki Dockyard Company, of Kobe. The following particulars showing the tonnage offered and the number of shares taken by each shipbuilding company will be of interest:—

	Tonnage.	Number of Shares.
Kawasaki Dockyard Company..	275,000	1,100,000
Suzuki Company..	84,300	337,600
Asano Shipyard..	51,500	206,400
Hashimoto Kisen Kaisha..	25,400	101,600
Yamashita Kisen Kaisha..	23,600	94,000
Uchida Kisen Kaisha..	17,300	71,200
Nippon Kisen Kaisha..	17,300	69,200
Ishikawajima Shipyard	5,000	20,000
Total..	499,500	2,000,000

One-half of the total tonnage is to be offered to the company immediately on its establishment on July 1, and the other half will be transferred in December. The vessels to be taken by the company include some which are now under charter.

Mr. Matsukata, who is president of the Kawasaki Dockyard Company, will also be the president of this new company, while the directors are made up of the heads of the steamship companies interested. The head office of the new company will be at Kobe, temporarily in the premises of the Kawasaki Dockyard Company, until they build their new offices there. It is said that for the present the company will confine its activities to chartering the vessels to others, and will not establish any regular transport service for the time being.

ROUTES TO BE ESTABLISHED.

Some time ago when the new company was in the process of formation, it was stated that the promoters intended to inaugurate five routes, as follows:—

1. Indian route (via Cape and Panama); Yokohama, Kobe, Moji, Shanghai, Hong Kong, Singapore, Calcutta, Durban, Cape Town, and Buenos Aires on the outward voyage from Japan. Buenos Aires, Santos, Rio de Janeiro, New York, Panama, Honolulu and Yokohama on the return voyage; Cuba, New Orleans, Galveston, and San Francisco may also be called at.

It is intended to ship on the outward voyage Japanese, Indian, and other Oriental goods to South America and New York. By this route it is also intended to fill the lack of a regular service between the east coast of South America, New York, and Japan via Panama.

2. North America-Indian route (via Panama and Cape): Yokohama, Honolulu, Panama, New York, Rio de Janeiro, Santos, and Buenos Aires (San Francisco, Galveston, New Orleans, and Cuba may also be touched at), on the outward voyage. Buenos Aires, Cape Town, Durban, Calcutta, Singapore, Hong Kong, Shanghai, Moji, Kobe and Yokohama on the return voyage.

On the outward voyage it is intended to ship goods from Japan to New York and the east coast of South America and also to engage in the transport service between South and North America. The return service is calculated to connect New York and South and North America with India and other Oriental places.

3. Calcutta-New York route (via Panama): Calcutta, Singapore, Hong Kong, Moji, Kobe, Yokohama, Honolulu, Panama and New York on the outward voyage. The same ports will be retraced on the return voyage.

This service is designed to engage in the shipping between India and New York, which the United States is making efforts to develop, and to facilitate trade between Japan and India. It is expected that this route will assume greater importance in future.

4. Vladivostok-New York route (via Panama): Vladivostok, Moji, Kobe, Yokohama, Honolulu, Panama, and New York on both outward and return voyage.

This service is designed to engage in the trade between Vladivostok and New York, which is attracting increased attention from the United States.

5. Orient-European Russia route (via Suez): Yokohama, Kobe, Moji, Hong Kong, Singapore, Colombo, Port Said, Constantinople, Odessa, Marseilles, London, Hamburg, and Riga, both on the outward and return voyage.

PASSENGER TRAFFIC.

All the boats leaving Japan for Canada and the United States are booked up for passenger accommodation until the end of October next. The present situation is most serious, as there are hundreds of passengers waiting to go home, some of whom are hard pressed financially, and are in straitened circumstances. It is stated that some men, when the first signs of the heavy demand appeared, entered bookings far in advance, and they are now making handsome profits by selling at a much enhanced price.

It would therefore seem important that Canadians travelling to Japan should be sure to book return passages in order that they will not be inconvenienced by the present condition of affairs, which no doubt will be in effect for some time to come. The newspapers are now running a special advertising column "Passages Wanted," and many advertisers are offering \$100 to \$200 premium for a first-class stateroom on one of the Canadian Pacific boats.

JAPANESE SUBSIDY LAW TO BE REMODELLED.

For some time past the authorities have been considering the question of revising the "Overseas Shipping Subsidy Law" with a view to giving greater assistance to new lines which have been opened since 1914. Some of the subsidized companies made enormous profits during the war, so that it was declared by many that there really was no necessity to continue giving them Government assistance. The Government authorities, however, took the view that as the shipping boom was abnormal and therefore only temporary, that the subsidy should continue. At the same time they intimate the advisability of readjusting the law in view of recent developments, but maintained that nothing could be done until foreign companies resumed full operations. With this in mind, the Government authorities despatched officials to North America, Great Britain, France, the South Seas, and South America, who are to make investigations and report on the shipping trade after they have studied the shipping policies to be formulated by these countries. The policy of the home authorities depends greatly on what is done by foreign governments. As soon as the reports are received, it is understood that the Japanese Government will revise the existing law, so that some of the old lines now subsidized will be dropped, while certain newly established routes will be granted a subsidy. This bill for the proposed revision is expected to be introduced in the Diet together with the Budget estimates for the next fiscal year (1919-1920).

It is said that the new steamship routes which are to receive special consideration in the matter of subsidies will be the New York line (via Panama), the Japan-Java-Calcutta line, the Calcutta-New York line of the Nippon Yusen Kaisha, and the Osaka Shosen Kaisha's service to London and the East Coast of South America via the Cape.

SUBSIDIZED SERVICES.

According to the present laws the vessels to be used in the subsidized service must be Japanese-made steamers of over 3,000 tons gross, not more than fifteen years old, and having a speed exceeding twelve nautical miles per hour. The subsidy is reduced for vessels whose age exceeds five years in a graduating scale of five per cent each year, ending with the fifteenth year.

For foreign built vessels under five years old and put on service with the sanction of the authorities, one-half the subsidy is granted. For vessels built according to special plans approved by the authorities an extra 25 per cent subsidy may be granted.

The programme of subsidy estimate is drawn up for five years at a time; in May, 1915, the new contract for the following five years was approved by the Diet as follows:—

Line.	1915-1916. Yen.	1916-1917. Yen.	1917-1918. Yen.	1918-1919. Yen.	1919-1920. Yen.
European.. . . .	1,832,806	1,811,910	1,754,196	1,689,805	1,569,672
North American.. . . .	2,924,777	2,949,012	2,802,119	2,669,925	2,509,187
South American.. . . .	303,906	297,558	291,211	284,863	269,350
Australian.. . . .	183,206	173,808	160,253	169,740	188,497
China.. . . .	*	*	*	*	437,000
Dairen.. . . .	*	*	*	*	100,000
Shanghai.. . . .	*	*	*	*	215,000
North China.. . . .	*	*	*	*	117,000
Japan Sea.. . . .	*	*	*	*	251,000

* Same subsidy granted every year.

The estimates for 1919-1920 will be revised slightly as a result of the loss of some of the subsidized steamers, so that the subsidy will be somewhat less than the estimates.

NEW ROUTES ESTABLISHED SINCE WAR.

According to investigations made by the Mercantile Marine Bureau, there have been no less than forty-one new steamship routes established by Japanese companies since war broke out in 1914, which shows how this country took advantage of the unique opportunity for the development of the Japanese Mercantile Marine. The sub-joined particulars showing the routes, sailings per year, number of vessels used, and the name of the company, will be worthy of note:—

Route.	Sailings per year.	Number of vessels used.	Run by
<i>"Near-Sea" Routes—</i>			
Osaka-Tsingtau.. . . .	12	1	Nippon Yusen Kaisha.
".. . . .	12	1	Osaka Shosen Kaisha.
Osaka-Hankow.. . . .	12	1	Harata Kisen Kaisha.
".. . . .	12	1	Nippon Yusen Kaisha.
".. . . .	12	1	Nisshin Kisen Kaisha.
Japan-Hong Kong, over.. . . .	24	2	Mitsui Bussan Kaisha.
Japan-China Coast (about).. . . .	35	4	Murai Kisen Kaisha.
Takao-Canton.. . . .	2	2	Yamashita Kisen Kaisha.
Dairen-Hong Kong.. . . .	24	2	Osaka Shosen Kaisha.
<i>South Seas Routes—</i>			
Japan-Java-Calcutta.. . . .	12	4	Nippon Yusen Kaisha.
Java-Calcutta.. . . .	24	2	Osaka Shosen Kaisha.
Java-Bangkok.. . . .	24	2	"
Sumatra-Straits Settlements.. . . .	48	2	"
South Seas Line.. . . .	18	3	"
Trunk Line to occupied South Seas Islands.. . . .	10	1	Nippon Yusen Kaisha.
Branch Line to same.. . . .	10	1	"
Bangkok-Hong Kong-India.. . . .	10	3	Yamashita Kisen Kaisha.
Japan-Singapore.. . . .	4	1	Mitsubishi Company.
Singapore-Swatow.. . . .	6	1	Mitsui Bussan Kaisha.
Singapore-Sandakan.. . . .	12	1	"
Hong Kong-Bangkok.. . . .	24	2	"
Hong Kong-Haifong.. . . .	24	1	Osaka Shosen Kaisha.
<i>Australian Routes—</i>			
Japan-New Zealand.. . . .	4	1	Nippon Yusen Kaisha.
Japan-Melbourne.. . . .	12	3	Osaka Shosen Kaisha.
".. . . .	12	Unfixed.	Taiyo Kaiun Kaisha.
<i>North American Routes—</i>			
Japan New York.. . . .	12	6	Nippon Yusen Kaisha.
Calcutta-New York.. . . .	12	6	"
Japan-Calcutta-Seattle.. . . .	12	5	"
Japan-India-North America.. . . .	6	Unfixed.	Yamashita Kisen Kaisha.
Dairen-Seattle.. . . .	12	"	Taiyo Kaiun Kaisha.

NEW ROUTES ESTABLISHED SINCE THE WAR.—*Concluded.*

Route.	Sailings per year.	Number of vessels used.	Run by
<i>South American Routes—</i>			
Japan-South America, East Coast... ..	12	3	Nippon Yusen Kaisha.
Japan-South America, East Coast... ..	12	3	Osaka Shosen Kaisha.
<i>European Routes—</i>			
Extra European Line (Japan-London-New York)... ..	24	12	Nippon Yusen Kaisha.
London Line... ..	12	6	Osaka Shosen Kaisha.
Japan-Port Said... ..	12	3	Nippon Yusen Kaisha.
Port Said-Marseilles... ..	12	2	"
Bombay-Italy... ..	12	3	Osaka Shosen Kaisha.
Singapore-Java-Port Said... ..	12	Unfixed.	Yamashita Kisen Kaisha.
Bombay-Marseilles... ..	12	3	Osaka Shosen Kaisha.

Of the above only two—the Japan-Port Said and Port Said-Marseilles lines of the Nippon Yusen Kaisha—have ceased operations since the armistice. The Osaka-Tsingtau line of the Harata Kisen Kaisha has been exclusively used by the Japanese War Department, under special contract.

JAPANESE SHIPPING CONTROL ACT MODIFIED.

In 1917 the War-time Shipping Control Act was passed. The main feature of this law was that Japanese vessels could not be chartered or sold to foreigners without the special permission of the Minister of Communications, which was said to be almost impossible to obtain except in a few cases where allied Governments were concerned.

Owing to foreign demand, Japanese shipping had made great progress at this time, but the Shipping Control Act put a stop to these transactions and therefore from the standpoint of the ship-owners was a severe blow.

After the armistice, shipowners immediately asked the Government to abolish this law, but as the Act stated in the first place that the law was to be in force until a year after the conclusion of peace, the authorities could do very little, as it was contended that the Government might require to take advantage of the law in order to secure the necessary tonnage for transporting food supplies to Europe on behalf of the allied Governments.

Owing to the fact that shipowners have continued to petition the authorities to abolish the Shipping Control Act, the Government has at last decided to modify the application of the Act to some extent, so that now it is easier to get the necessary permission for selling or chartering to foreign shippers, and it is said that a few vessels have recently changed hands. On June 18 at a meeting of the Shipping Control Commission, it was decided that henceforth it was only necessary to get the permission of the Minister of Communications when the vessels were to be used between foreign ports only, not touching at Japan. So long as the ships ply between Japan and some other foreign ports, or even touch Japan on route, it is not necessary to make application for permission as per the war-time Shipping Control Act.

FRUIT PROSPECTS IN THE UNITED KINGDOM.

The following information has been received from Mr. J. Forsyth Smith, fruit trade commissioner, Liverpool:—

“Early bumper crop indications have been adversely affected by the long May drought and insect pests. Prospects are now for less than a 60 per cent crop. The embargo suspension has been extended to March 1, 1920. Canadian offers should find an attractive market in Great Britain. Controlled apple prices practically certain, and these likely to be fixed in July.”

THE CROP OUTLOOK IN THE UNITED KINGDOM.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, June 19, 1919.—A protracted season of fine weather, accompanied by almost universal drought, has had an adverse effect upon the prospects of most of the crops, and although the conditions are not yet as bad as are reported in some of the newspapers, the position is undoubtedly serious, and unless abundant rain falls soon there will be a very light yield in many of the principal crops.

In dealing with the Monthly Agricultural Report issued by the Board of Agriculture on June 1, it must be remembered that three weeks of similarly dry weather have continued since its publication, and the position is much worse than at that time because, while the drought was interrupted by one wet night, any considerable precipitation of rain was confined to a few districts in the North and Midlands. In many centres in the South of England there was practically no rain at all.

Upon the other hand, a heavy gale did considerable damage to tree fruit, and yields of strawberries and other small fruits which are now coming in have been greatly reduced by the dry conditions. According to the Government report, up to June 1 the dry weather had been generally favourable for farming operations and enabled arrears of work to be greatly reduced. Rain, however, was badly needed for all crops, corn, fruit and grass.

It was stated that wheat generally looked well, particularly the autumn-sown, but spring-sown and that on ploughed grass lands was not so satisfactory, considerable damage having been done by wireworm.

Oats had also suffered from the same cause, and resowing has in some districts been necessary. The late-sown oats have also been adversely affected by the drought.

Barley, though backward, generally looked well, especially the early-sown, but rain was much wanted.

Beans and peas were promising, though the former are short in the haulm.

The area under barley is rather greater than last year, but that under oats is slightly less.

Potatoes were backward, and there was still some planting to be done, while much of the main crop was not showing above the ground. Early varieties looked healthy and promising but need rain.

The area under potatoes is estimated to be 15 per cent less than in 1918.

The sowing of mangolds was backward, but almost completed. The earlier-sown germinated well, but now require rain, and fly is reported to be troublesome.

Turnip sowing was in progress, but very backward, and rain was badly needed.

As regards hops, the plants in Kent are healthy and have made excellent growth, although the aphid has made its appearance in many cases. The area has increased about 5 per cent since last year.

On June 1 the prospects for all classes of fruit were good, though insect pests were proving troublesome, and while at that time it was thought that both orchard fruit and small fruit promised to exceed the average, the continuance of the dry weather and the other circumstances referred to have greatly changed the position for the worse, and prospects for apples and pears have greatly deteriorated.

The area intended for hay, whether from seeds or meadow, is about 2 per cent less than last year, and a fortnight ago the lack of rain had led to an anticipation that the yield for both kinds would be about 10 per cent below the average. Since then cutting has commenced in many parts of the South of England, and in any case it is certain that the crops will be very short.

Live stock was generally reported healthy and had done well during May, but pastures everywhere are bare and dried up.

Concerning labour, the supply, especially of skilled hands, is still short, but in some districts the supply of casual help has been sufficient to meet the demands.

TRADE NOTES FROM AUSTRALIA.

ACTING TRADE COMMISSIONER C. HARTLETT.

Australian Hides and Leather.

Melbourne, Australia, May 30, 1919.—As the outcome of a conference recently held by the Minister of Customs and representatives of tanners, fellmongers, shippers and other interested persons, price fixing on hides and leather in Australia has now ceased and the embargo on exports modified to the extent that a permit to export is obtainable when home requirements have been supplied.

The arrangements for future trading agreed upon at the conference are as follows:—

- (a) That a free market for all hides shall be established immediately, and that all hides hitherto sold at auction shall continue to be sold at auction, but tanners at all times to have the right to take the hides at the last bid. All other hides, including meatworks hides, to be exempt from auction, but submitted to tanners before being sold for export.
- (b) A clause to be inserted in the conditions of sale ensuring the right of the tanner to take the hides at the last bid.
- (c) All hides that have not usually been sold at auction must be offered to tanners by notification to the secretaries of the Master Tanners' Associations that such hides are available forty-eight hours before being offered elsewhere; provided that before so notifying the Tanners' Associations as aforesaid, the sellers shall have the right to sell privately to those clients to whom they had been accustomed to sell privately.
- (d) Shippers before buying for tanners must state the facts, the name of the tanner to be mentioned privately to the broker.
- (e) Before export is permitted, the customs authorities must be satisfied that tanners and boot manufacturers have had an opportunity of acquiring their supplies of hides and leather respectively.

As the result of the removal of price fixing and the modification of the export restrictions, the bidding at the first auction sale (on the 16th instant) held after the ratification of the agreement was very spirited and prices reached fully 50 per cent higher than those previously paid by local tanners under the price-fixing scheme which had been so long in operation. The higher prices did not discourage tanners, who took the whole of the offerings at the enhanced rates and not a hide was available to shippers.

At the time of writing there appears to be no surplus available for export as tanners claim they are a long way behind in their requirements, and under the terms of the agreement are exercising their right to take all offerings both at auction and private sales.

It is reported that there are large private holdings in Sydney and Brisbane which, were they put upon the market, as they must first be before a permit to export can be obtained, would greatly tend to bring about normal trading conditions.

Under price-fixing conditions the export price of hides was considerably higher than that paid locally by tanners, but the reverse is now the case as tanners are said to be buying at rates which are at least threepence (6 cents) per pound above London parity.

State Control of Electricity in Bulk.

The Government of the State of Victoria has recently announced its decision to reserve to itself all rights connected with the supply of electricity in bulk to the metropolitan area.

No concession therefore will be granted in future to companies or individuals to enable them to supply electricity to distributors in Melbourne and suburbs.

As the two concerns at present supplying power and light to the city—one a municipal and the other a private enterprise—have reached the limit of their production, the Government intends to embark on a project to utilize the enormous brown coal deposits about 80 miles from Melbourne as a further source of supply of current.

Recent boring operations by the Mines Department in these fields have demonstrated the existence of over 70 square miles of good quality brown coal, some of which exceed 200 feet in thickness, with overburden ranging from 20 to 100 feet.

Australian Customs Regulations.

The High Court of Australia has delivered judgment in an appeal case in regard to the assessment of customs *ad valorem* duties on imported goods.

Some months ago the Supreme Court of South Australia ruled that duty was assessable on the value at the time of the purchase of the goods, against which decision the Department of Customs has successfully appealed.

The High Court held that the customs regulations relating to fair market value did not expressly indicate the time at which the value was to be reckoned; and that *ad valorem* was a duty according to value—not value at some period more or less remote, but value at the time the goods came into the country which charged the duty.

Carbonic Acid Gas Containers.

There is a marked shortage in Australia of steel cylinder containers for carbonic acid gas.

These cylinders are not made in the Commonwealth, though their manufacture has been attempted, but were almost entirely imported from Germany prior to the war.

The names of large users who would welcome quotations from Canadian manufacturers may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (refer file No. 15892).

A certificate or other guarantee that the cylinders would stand a proper pressure test would be required by purchasers.

The following specification of the required type of cylinder has been furnished by an interested dealer and is what is known as the 25 kilogramme variety:—

Weight (variable) empty without cap or valve, 52.27 kg.

Water capacity at 60°F. 33.63 kg.

Diameter of thread to receive protecting cap $3\frac{1}{8}$ " over all.

Pitch of same, 11 threads to the inch.

Diameter of cylinder, 8"

Height over all, 4 feet $3\frac{1}{2}$ inches.

Female thread on top of cylinder to receive valve tapered $13/32$ " at outside, $15/16$ " at bottom, inside 1" deep—pitch 14 threads per inch—protecting cap $6\frac{1}{4}$ " high, outside diameter $3\frac{1}{2}$ " with hexagon formed on top for screwing up.

Valve type known as arbor valve with wheel and the male thread which receives connections for drawing off gas $27/32$ " diameter over all, $\frac{3}{4}$ " long with recessed hole $\frac{1}{2}$ " diameter, $\frac{3}{8}$ " deep, 14 threads per inch.

The cylinders have a specially formed foot shrunk on the bottom so that they will stand erect.

Cylinders are tested to stand a pressure of 250 atmospheres.

The customs duty on these cylinders from Canada is $12\frac{1}{2}$ per cent net when empty, but they are admitted free when containing carbonic acid gas which is dutiable at $2\frac{1}{2}$ d. (5 cents) per pound weight.

Sales of Australian Wheat.

The Australian Wheat Board announces that further sales of wheat have been made by Australia to oversea countries.

The quantity sold is stated to be 21,310 tons at an average f.o.b. price of 6s. $2\frac{1}{2}$ d. (\$1.51). The destination of the wheat is not made known other than that it goes to neutral countries.

COMMERCIAL NOTES FROM ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

The Roumanian Market from the Italian Viewpoint.

Milan, June 6, 1919.—*Il Corriere Economico*, in an article on prospective commercial relations between Italy and Roumania, writes as follows:—

"The eighteen months of German domination in Roumania were sufficient to deplete the country completely of its resources and movable property. Moreover, the Roumanian situation is greatly aggravated at present owing to the fact that the country is without agricultural implements, machinery, and rolling stock, and that its public works such as bridges, roads and railways are in a ruinous state. While on the one hand Roumania was a considerable exporter of petroleum and grain, it now finds itself far from retaking its exports but has instead a most urgent need for every kind of products. Herein lies the explanation of the considerable depreciation of the Roumanian exchange which renders still more difficult commercial relations.

"Before the war a good half of Roumania's imports were derived from the Central Empires, the third place was held by England, and Italy's and France's position was relatively unimportant. It would seem therefore that Roumania offers now an excellent opportunity for Italian traders."

Quantity of Goods Imported into Roumania.

"The following table indicates the trend of Roumanian imports for the two five-year periods of 1904-1908 and 1909-1913:—

1904-1908 Period—	Tons.	Percentage.	1909-1913 Period.	
			Tons.	Percentage.
Germany.. . . .	113,534	14.9	235,813	22.4
Austria-Hungary.. . . .	180,955	24.4	267,228	25.3
Total Central Empires.. . . .	294,489	39.3	503,041	47.7
England.. . . .	222,152	28.7	240,700	25.8
France.. . . .	11,729	1.6	16,057	1.6
Italy.. . . .	18,282	2.4	23,472	2.0
Total allied countries.. . . .	252,163	32.7	282,229	29.4
Total importation.. . . .	759,333	.....	1,012,382	—

"An examination of the preceding figures shows that while the exports from the Central Empires increased from 39.3 per cent in the 1904-1908 period to 47.7 per cent in the 1909-1913 period, the percentage of the total imports derived from the allied countries fell off from 32.7 per cent to 29.4 per cent for the same periods.

"In 1913 Roumania imported metals valued at 173 million lei,* textiles valued at 65 million lei, machinery valued at 59 million lei, woollen goods valued at 33 million lei, vehicles of various kinds valued at 27 million lei, leather products valued at 22 million lei, manufactured articles valued at 21 million lei, silk goods valued at 16 million lei, chemical products valued at 13 million lei. Italian exporters should especially give their attention to the openings offering in the textile, vehicle and silk trade.

"The new railway facilities offered by the Bordeaux-Odessa line or the railway of the 45° parallel and which runs over Italian territory for one-third of its entire distance, should be put to good use by Italy and a regular steamship service between Italy and Black Sea ports must supplement the railroad by way of sea."

* 1 leo (plural lei) = \$0.195 normal exchange.

Large Public Works Expenditure Authorized.

According to press reports the Minister of Public Works has appropriated for expenditure on public works 130,000,000 lire since the beginning of 1919, in addition to the letting of contracts valued at 70,000,000 lire to private firms for maritime, railway and drainage works. It is stated that the development of such undertakings in the Kingdom is dependent on and conditioned by only the shortage of raw material and the scarcity of transports.

Exportation Tax Removed.

By Royal decree there has been abolished the Government tax on permits for exportation of goods from the Kingdom.

Sugar Beet Acreage.

The acreage under sugar beets this year is reported to be 70,000 hectares or 30,000 hectares more than last year. Provided climatic conditions are favourable, it is believed that the national production will to a large extent meet home requirements.

Port of Leghorn to be Improved.

By recent Government decree provision is made for the constituting of an autonomous organization for improving and enlarging the port of Leghorn and for the operation during a period of sixty years of these new works, and of those already existing. This decree is in harmony with those already in course of execution for Milan, Venice, Naples and Savona, and it is claimed such action is an evidence of the gradual decentralizing policy pursued and the gradual withdrawal of official control in such matters.

New Italian Coin.

By Government decree there has been authorized the preparation and issuing of 10,000,000 lire in ferro-nickel money of 5 centesimi denomination. The weight of the coin is fixed at two grams, and the diameter will be 17 millimetres. This office understands that nickel of Canadian origin is to be employed.

Electrical Companies of Italy.

The electrical companies of Italy, engaged in the production and transformation of electrical energy as well as its distribution to the 4,600 municipalities of the Kingdom which are equipped with electrical plant, amounted to approximately 250 at the end of January, 1919, 110 of which have a capital of over 1,000,000 lire. It is stated that the capital of these 110 companies amounts to about 1,205,000,000 lire, while the capital of the remaining 140 companies is estimated at 80,000,000 lire.

Phosphate Discoveries.

Recent prospecting in Sicily has revealed the presence of potassium salts and phosphates in association with the previous known deposits of sodium sulphate. It is believed these phosphates may be utilizable for the manufacture of chemical fertilizers, and the Government direction of mines has taken steps to estimate the extent of the find and is disposed to grant facilities for its exploitation.

Italy's Coasting Service.

With the end in view of facilitating the transport of goods between various points of Italy by way of the sea, the Ministry of Transports has recently provided for the institution of a weekly coastwise shipping service which will make calls at Genoa, Sicilian ports, Venice and Trieste.

ITALY'S MAGNESITE PRODUCTION AND IMPORTS.

TRADE COMMISSIONER W. McL. CLARKE.

Milan, June 3, 1919.—Prior to the war Italy was virtually dependent upon foreign sources for its supplies of magnesite, Austria and Greece (Eubea) being the principal countries of origin. With the strong contraction, however, in foreign imports consequent to the war and the urgent needs of the metallurgical industries for the magnesite fireproof brick and for the refractory material of which magnesite is the base, attention was directed to developing home deposits of the mineral in Tuscany, near Leghorn. On account of the comparatively low percentage of silicates found in the mineral, viz., 2.06 to 3.50 per cent and the high percentage of magnesium carbonate, in some cases up to 95 per cent, the bricks and cement produced locally have met with considerable success. Whereas the production of Italian magnesite amounted to only 400 tons in 1912, last year (1918) some 24,000 tons were derived and plans are now being made by the two important companies producing to increase the output to 50,000 tons a year, thus giving an exportable surplus. The opinion is, moreover, expressed in some circles that recent researches show that magnesite is one of the minerals Italy apparently has in sufficient quantities to care for home requirements.

In addition to the various industrial uses of magnesite noted above, oxide of magnesium is used in Italy for the extraction of magnesium salts used by the pharmaceutical trade.

The following are statistics of imports since 1913:—

<i>For the Metallurgical Industry.</i>	
Year.	Quintals.
1913..	13,159
1914..	11,605
1915..	7,731
1916..	1,427
1917..	207
1918..	—

<i>Impure Calcined or Caustic Magnesium.</i>	
For other uses.	
Year.	Quintals.
1913..	631
1914..	636
1915..	340
1916..	392
1917..	39
1918..	760

<i>Pure Calcined or Caustic Magnesium.</i>	
Year.	Quintals.
1913..	40
1914..	27
1915..	12
1916..	6
1917..	—
1918..	53

Provided prices could be made competitive, however, I am informed by one mineral and metal firm that some business might be done. The name of this firm may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (quoting file No. 13882).

AGRICULTURAL CONDITIONS AND THE CO-OPERATIVES OF SIBERIA.

Louis Kon, Secretary Canadian Economic Commission (Siberia).

While private enterprises during the war were experiencing the greatest difficulties, decreasing production and in certain branches approaching the precipice, co-operatives were thriving and growing larger and stronger.

This is true in equal measure of the urban and rural co-operative movement, and in regard to the credit co-operatives and the co-operatives of producers and consumers.

Up to the time of the outbreak of the war the co-operatives were not looked upon favourably by the Government. The latter had seen in them a force inimical to the bureaucratic system, and therefore it was hampering their development by all available means.

The war brought about very marked changes. The gigantic work undertaken by the co-operatives in supplying the army with the required necessities, called for the co-operation of all the creative minds of the country.

The Government, recognizing that such a step was necessary, had drawn in the co-operatives. At the very beginning of the war it accorded to the co-operatives a large contract for foodstuffs and food for the army, and ever since the contracts for supplies were increasing.

The co-operatives were confronted during the war with vast and complicated problems which demanded on their part a great deal of resourcefulness and hard work to meet the arising conditions.

Single co-operatives, owing to the lack of experienced leadership, were not able any longer to conduct their operations. There was found a need of mutual assistance on the part of the various co-operatives in similar fields of activities both to carry on the work and to attract able and experienced personnel. This led to the introduction of the co-operative unions, first in limited districts, then in the whole Gubernias (provinces), and finally the whole of Siberia.

The Government, realizing the necessity of these unions to fulfil the orders entrusted to the co-operatives, did not interfere and were reconciled to this movement.

The revolution and the transfer of the power into the hands of the democratic element has entirely freed the co-operatives from all the limitations, and gave fresh stimulus to the movement of unionizing them.

In this way, hardly noticeable during the war, in the economic life of the country, the co-operative movement became a strong force which now has to be considered very seriously by private capital and by the State.

A movement which up to a short time ago was hampered by the Government and lacking in a central co-ordinating force, became strongly cemented and developed the only All-Russian centre of all the co-operatives—a council of the co-operatives—the purpose of which is to serve the many needs of the various co-operatives and to defend them from any attack on the part of the Central Government.

CO-OPERATIVES OF SIBERIA.

Siberia followed the co-operative movement later than European Russia. A considerable time before the war it had organized certain co-operative organizations which could not be found in European Russia or elsewhere. The first important co-operative union in Siberia is the "Union of the Siberian Buttermaking Artels," which began its existence in 1908; later on, during the war, the co-operatives of consumers were organized into a union, and finally the union of the Siberian credit unions.

The field of activities of these unions stretches out from the Pacific to the Urals. From the industrial point of view, this territory can be divided into two quite different parts: Western, from the Urals to Evisseyska Gubernia (province of Tobolsk, Tomsk and partly Yeniseysk and the Akmolinsk and Semipalatinsk districts); and eastern,

from the Yeniseysk Gubernia east, including the Amur district (provinces—part of Euisseysk, Irkutsk and Yakutsk, and Transbaikal, Amur and Maritime districts).

The eastern part is poorly populated. Of the 12,317,600 total population of Siberia, its share is only 2,882,900, or 23.4 per cent; the chief occupation of the whole Siberian population is agriculture, which in Eastern Siberia is not very well developed. In 1914 its cultivated area was 1,489,600 desiateens,* or 16.3 per cent; its yield of cereals of all kinds, 90,300,000 poods, or 14.3 per cent of the total Siberian harvest. Stock-raising is also poorly developed in the East. On the whole, Eastern Siberia does not produce enough for its own needs; it has to import farm produce from the West, Manchuria or Mongolia.

Of other industries flour mills, coal and gold mining are the most important. The eastern part of Siberia is very rich in various mineral deposits, but the lack of population prevents the establishment and exploitation of mining and other industries.

The main export articles are gold, fish, hides, skins and wool, although the three last-named articles are not purely local, as part of them come from Mongolia through Irkutsk Gubernai and the Transbaikal district.

The very rich timber resources are practically untouched, even as far as the export into the interior of the country is concerned.

On the whole, development of the eastern part of Siberia may be expected only if an aggressive immigration policy was to be followed.

Due to the lack of development of industrial life, the population has to rely on imports.

The co-operative movement in the east of Siberia is comparatively new, and follows mainly the credit and commission agents' operations.

The economic life of Western Siberia, however, presents an entirely different picture. Its colonization dates many years back, and was greatly enlarged after the revolution of 1905 and 1906. From 1906 to 1913 the four western provinces and districts received about 2,000,000 colonists.

According to the Central Statistical Committee, from 1907 to 1912 the population of Siberia was increasing annually by 6.2 per cent, which is the largest increase for any part of the Russian Empire; before the war there were districts in Siberia where the population per square mile was 14 to 15 people.

The increase of population, which was mostly agricultural, has developed of course that very important industry, which can be proven by the following statistics available for the Tobolsk and Tomsk Gubernias and Akmolinsk and Semipalatynsk districts:—

	Desiateens.		Increase.	
	All Grains.	Wheat.	All Grains.	Wheat.
1901-1905.. . . .	2,997,900	1,328,500	100 per cent.	100 per cent.
1906-1910.. . . .	3,849,600	1,831,700	120 "	138 "
1911-1914.. . . .	5,915,200	3,231,000	198 "	243 "

In fourteen years the development of grain-growing, on account of the amount of land available and employment of all members of the peasant's family in that particular occupation, caused great over-production. In 1913, which was just an average year as far as yield was concerned, in Tobolsk and Tomsk Gubernias and the district of Akmolinsk, the surplus of grains represented 67,300,000 poods, and in 1914 it increased to 218,000,000 poods, of which 67,000,000 was produced in the Akmolinsk district alone.

In 1913 from the three above-mentioned parts of Siberia there was shipped:—

	Poods.	Per cent.
To Western Europe.. . . .	12,605,100	31.7
" European Russia.. . . .	14,337,900	36.1
" Eastern Siberia.. . . .	12,749,700	32.2
A total of.. . . .	39,682,700	100

* 1 desiateen = 2.7 acres.

The tariff question, the great stocks in hand in European Russia, and the great distance from Western Europe, all were against larger exports, and the above figures represent just 50 per cent of the exportable cereals from Western Siberia. Of course it caused a considerable drop in price. Owing to the supply of cheap labour, even with the low prices the areas under cultivation were growing, although it was reflecting badly on the progress of system and methods of agriculture.

The lack of organized grain markets and the lack of credit and elevators made the situation worse still. All this forced the Siberian grain grower to dump his product on the market in the period of the lowest prices in the fall, which made him absolutely dependent on the trader and the grain buyer.

Up to 1910 no measures were taken by the Government to accord relief to the peasants of Siberia from the point of view of agriculture, but when the existing conditions began to interfere with and hamper the colonization of Siberia, in which the Government was politically interested, measures were taken in the matter of change of tariffs, restrictions on Manchurian imports, improvements in transportation facilities, etc.

ESTABLISHMENT OF BUTTER INDUSTRY.

Even before that, in the most developed parts of Siberia, the population began to search for ways out of this difficult situation, and it led to the establishment of the butter industry.

Twenty poods of milk giving on an average one pood of export butter, were equivalent to 15.6 poods of wheat before the war. Freight on that amount of wheat was 51.60 kopecks per pood, or roubles 7.96 for 15.6 poods, whereas the freight on butter by fast freight amounted to roubles 1.06 per pood. The freight tariff for butter was seven and a half times lower than that for wheat, the main produce of the country; therefore not wheat but butter became the chief export article from Western Siberia.

Taking the 1913 exports from the Gubernias of Tobolsk and Tomsk and the Akmolinsk district in the market value, there was exported grain for roubles 16,103,900 and butter for roubles 43,686,800. It is also to be noticed that, according to the distance of the export market from a given district in Siberia, the proportion of exported grain or butter is increasing or decreasing.

The comparative total exports to Western Europe in 1913 were:—

	Grain.		Butter.	
		per cent.		per cent.
Tobolsk Gubernia..	39.9	"	14.2	"
Akmolinsk District..	44.0	"	26.7	"
Tomsk Gubernia..	16.1	"	59.1	"

Although butter-making is probably the most important industry of Siberia, it grew to such proportions not because it is the most profitable kind of agriculture to follow on the part of the Siberian peasant, but through the sheer abnormal economic conditions.

The following statistics of the railway may show the growth of butter-making in Siberia:—

In 1901 there were exported from Siberia, 2,647,000 poods.
" 1913 " " " " 6,004,000 "

This growth is particularly marked in certain districts, as, for instance, from Altay through Novonikolayevsk in 1900 there were exported 978,000 poods, and in 1913, 2,038,000 poods.

Almost 95.3 per cent of all the Siberian butter finds its way to Western European markets. In 1913 Siberia supplied 4,482,000 poods of butter of the 18,644,000 poods imported, which represents 23 per cent as the share of Siberia in total butter imports of the Western European markets, whereas Denmark in the same year exported 6,241,000 poods or 33 per cent of the world's export. It shows the possibilities lying ahead of the development of that industry in Siberia considering its area.

With the instruction of a proper system of cold storage warehouses, ice supply depots and refrigerator railway cars, there is no doubt that the butter-making industry will grow very considerably. The lack of the latter facilities was an unceasing complaint of butter producers and exporters. Before the introduction on the Siberian Railway of refrigerator cars, the butter export equalled 160,000 poods (in 1898); in 1899, when fifty refrigerating cars were put into commission, it increased at once to 309,000 poods, and it was increasing in measure as the number of refrigerating cars was increasing. In 1907, ten years later, when the number of such cars was 1,920, the butter export increased to 3,410,800 poods.

The butter-making industry is developed mainly in the Tomsk and Tobolsk Gubernias. In Akmolinsk and Semipalatynsk districts beef cattle, sheep and hog raising is the main industry, this owing to the nomadic inclinations of the population.

STOCK-RAISING.

Notwithstanding the very extensive pastures in those regions, and that the only occupation of the population is stock-raising, the number of heads of the animals is comparatively very small.

In 1913, per 100 of the population there were:—

	Live Stock.	Sheep.	Hogs.
In Akmolinsk District.	90.5	128.7	4.7
" Semipalatynsk District.	87.8	252.6	2.2

There was absolutely nothing done in Siberia in regard to encouragement of packing industries, and no meat transporting facilities were provided by the railway except the ordinary freight cars, which could be used only during the three or four winter months, from November to February; this, of course, was discouraging stock-raising, leaving this industry quite stationary.

From 1900 to 1913 the increase of meat transport was from 2,727,600 poods to 2,988,100 poods.

The possibilities of the development of stock-raising may be gathered from the amount of live stock per square verst up to the time of the war in the regions best adapted for stock-raising:—

	Live Stock.	Sheep.	Hogs.
Akmolinsk District.	1.8	3.1	0.9
Semipalatinsk District.	1.5	5.2	0.04

Besides, there has also to be taken into consideration the very light weight of Siberian animals owing to the absence of modern breeding methods in stock-raising. The animals are very light and inferior.

POULTRY AND EGGS.

Poultry raising and egg export is suffering in the same measure owing to the lack of proper transportation facilities.

In 1913 the whole of Russia exported poultry and eggs to the extent of 90,000,000 roubles or by 19,500,000 roubles more than butter, but Siberia's share in it was very insignificant. The total export of eggs from Siberia from 1900 to 1909 increased from 118,000 to 263,000 poods; in 1912 it decreased to 202,000 poods. At the same time the import of eggs to Siberia from China was steadily growing, 11,500,000 eggs were imported in 1909 and 68,900,000 in 1913.

Such was the situation of agriculture in Western Siberia up to the time of the war.

Just prior to the war the problems of primary importance for Siberian agriculture were the finding of new markets and improvement of transportation facilities to reach more conveniently the existing ones.

GRAIN.

Western Europe was the main export market for the Siberian agricultural industry. Just the same as the rest of Russia, the war shut her off from reaching those markets: the only possible way is by the White sea, Atlantic and Pacific oceans were not organized properly, and hundreds of millions of poods of cereals were remaining at home since 1915.

Table of Exports of Grain—Total value per pood.

1914..	..	..	..	377,500,000 poods.	294,800,000 rs.	0.93 rs, per pood.
1915..	..	..	..	12,600,000 "	23,400,000 "	1.86 " "
1916..	..	..	..	14,100,000 "	37,200,000 "	2.63 " "

Notwithstanding that the value of grain per pood increased three times, the export in the third year of the war represented only 4 per cent of the exports in the last year before the war.

Such a situation was caused not only by the shutting off of the markets on account of the war, but also owing to the use of the railways for military requirements.

The crops in Siberia in 1914 were very bountiful. In the fall of that year prices dropped very considerably; it was possible to buy any amount of wheat, even through the grain brokers, at 50 kopeks per pood. At points where the sellers were the grain growers themselves, and the buyers were small local merchants, the conditions were worse still. There were instances where peasants were exchanging two poods of wheat for a pound of sugar.

EFFECTS OF THE WAR ON EXPORTS.

Russia did not export the usual amount of cereals in the fall of 1914—an average of 725,000,000 poods for the period of 1909-1913, as the harvest of that year was short by 689,000,000 poods of breadstuffs and 229,800 poods of oats as compared with 1913. This opened up the Russian market for the Siberian cereals. Since January, 1913, the Ministry of Supplies, Zemstvos, cities and individual buyers from Russia were purchasing in Siberia very heavily. By that time the railway facilities also greatly improved, but as this caused increase in price of the breadstuffs to 80 kopeks per pood, it was followed by a refusal to ship the grain and the setting of price which never was in proportion to the cost of production, as the other branches of economic life upon which agriculture is contingent were not organized or regulated; besides in 1915 and 1916 crops were short in Siberia and exhausted the stocks of previous years.

Butter-making was in similar and probably worse conditions. Although the export markets for Siberian butter were not quite cut off, they were smaller, and the product had to be shipped by new and hitherto unknown routes like Archangel. Owing to the disrupted transportation facilities, a large quantity of Siberian butter was frequently stopped and temporarily lost in transit, not seldom being threatened to be sold by auction. All these mentioned causes, together with disorganized facilities and uncertainty of the future, stopped the purchasing of butter on the part of the butter exporters. The banks refused to give credit on butter, which was followed by the drop of the butter price to 5 to 7 roubles per pood, and the entire stoppage of production on the part of some artels.

This, however, did not last long. In September, thanks to advances given by the Government Bank to the extent of two-thirds of the value of butter, which was followed by considerable purchases for the army and by the foreign exporters, the price went up to roubles 11.50, per pood, and as steps were taken to export the accumulated butter, the prices were increasing. In October, despite the requisition of butter by the Government, the Dutch and English firms were still exporting it up to the fall of 1915, when it was finally stopped by the Government. The Government was taking possession of all the butter at prices fixed at certain intervals. At the same time it was prohibited to ship butter to European Russia.

PRICE FIXATION AND ITS RESULTS.

Although the prices set by the Government were not low as compared with the cost of production, they differed greatly from prices prevailing not only in consuming parts of Russia like Moscow, Petrograd, etc., but even in the producing parts like Vologda, Jaroslav, etc. While in Petrograd butter was selling at 120 to 160 roubles per pood, in Siberia it had to be delivered to the Ministry of Supplies at 20 to 30 roubles per pood. Gross speculation of course developed, and butter was purchased by speculators at 10 to 20 roubles higher than the price set by the Government direct from the peasants, and it was hauled by trams hundreds of versts to railway stations wherefrom shipments were made without any difficulty. This of course caused demoralization in many artels. Many peasants not able to produce butter without the aid of the artel, began to purchase separators and were selling their own made butter to the speculators. The butter-making through artels was still more demoralized through the introduction of cheese-making. The prices for cheese were not set by the Government, and of course they began to soar. It proved to be more profitable to make cheese than butter, and cheese factories were able to offer to the peasants higher prices for milk than the butter-making artels.

ECONOMIC LIFE UNDERMINED.

The drafting into the army of many young men from the productive occupations in Siberia still more undermined the economic life of the country. The lack of equipment, progressive methods and organization, resulted in great decrease of acreage, number of stock and production of milk; notwithstanding all this the savings of the population greatly increased.

It would be wrong to assume that because the deposits in short loan associations and savings banks increased, the general economic status of the country improved. Prohibition had a great deal to do with it, also the sale of movable and immovable estates. The depositing of capital realized through the latter means in the above-mentioned organizations is not, however, a saving or a produced wealth.

On the whole Siberia finds herself in a very precarious condition. She lost her export connections both among the allies, neutrals and her enemies; buildings and machinery require a great deal of improvements and repairs; lack of experienced labour is considerable through so many killed and incapacitated. All this will call for wider introduction of machinery and mechanical devices where heretofore cheap labour was employed, and finding of new export and import fields. A need for reorganization and introduction of progressive methods in agriculture is inevitable; a number of trained agricultural instructors in all its branches is badly required. Establishment of a system of grain elevators and proper marketing of grain for handling of cereals, both for home consumption and for export, is wanted, and above all proper organization of railways, harbour facilities and exploitation of water routes.

THE NEED FOR NEW METHODS.

It is proven by figures that owing to the introduction of modern machinery, methods of handling and marketing grain and business organization in Canada, Australia and Argentine, Russia, not so long ago the main exporter of wheat, was almost out of the race since Canada, Australia and the Argentine began to compete with her. In the period 1896 to 1900 the average yearly export of wheat from the above-mentioned three countries was by 90,300,000 poods less than from Russia. From 1906 to 1910, however, Canada, Australia and Argentine exported 86,300,000 poods more than Russia.

The leaders of the co-operative movement, who are, in many cases, the leaders of or closely connected with Zemstvos, realize why we are in a position to outdistance them. They realize how badly they need grain elevators, cold storage, experimental

farms, information bureaus, staffs of properly trained agricultural instructors, etc., and they feel that to bring their agricultural and general life to a higher level they have to follow our methods. There is no doubt that this work will have to be done in Siberia rather by the joint efforts of the Zemstvos and co-operatives with Government assistance than by the Government itself, which will have too many intricate political and social problems to contend with, leaving the organization of the economic life to the above-mentioned bodies.

They will undoubtedly introduce, and probably soon, all the improvements necessary for a proper system of agriculture, and those who will assist them in that direction will benefit commercially from development of friendly relations.

FIELDS OCCUPIED BY THE CO-OPERATIVES.

The co-operatives in Siberia just now have entered, and successfully, the following fields of economic life; the marketing of farm produce, the manufacturing and importing of the requirements of rural and partly urban population, and credits. Their fields of manufacturing cover flour mills, tanneries, creameries, soap, shoe, clothing, cord and twine factories, printing plants, etc.

The co-operatives in Siberia are lacking in experienced business men to conduct the intricate manipulation of exporting to the international markets as well as in experts in many lines.

The leaders of the co-operative movement are agreed that they have to adopt the following plan, to survive the difficulties facing them in the present and near future.

The marketing of agricultural and manufactured products is to be carried out by one central co-operative union, which will be in a position to attract expert and able men. To accomplish this local unions of co-operatives are abandoning the present system of marketing, and are attending to the collecting of the produce from the peasants only, the marketing being in the hands of the union of unions.

The imports are also to be looked after by one central organization. At present every credit co-operative union looks after purchasing goods for its own needs. It causes great economic waste in the matter of transactions and develops competition among the various unions. This it is also planned to have attended to by the union of unions.

These two fields of operation are to be vested in the union of unions of the co-operative associations. The arranging of credits and financing is to be excluded from the operations of the union of unions.

The greatly enlarged activities of the credit co-operatives demand large funds. This is very noticeable both in the co-operatives of consumers and producers. The co-operatives were always lacking in funds; this was met by seeking loans from without, either through private banks or soliciting deposits of private capital on the part of the people who were not members of the co-operatives.

There was no co-ordination in these efforts. They resulted in capital being attracted in insufficient amounts and on unfavourable terms. To ensure credit in banks on suitable conditions, it was necessary to have stable relations on the part of the co-operatives with the money markets; to make again use of the available funds of the co-operatives it was necessary to have a co-operative credit centre, which would undertake to place the funds within the co-operatives. For both these operations there was a necessity to have a strong co-operative organization.

The Moscow Narodny Bank, although a young institution in its fields, has already accomplished a great deal. All the co-operatives rallied to the aid of this bank, and it was able to attract a large volume of capital, but it is not yet in a position to meet all the requirements of the co-operatives.

That reorganization of the management of co-operatives is being carried through is shown by the outlined plan of the Congress of Representatives of the Union of Amur Co-operatives held February 22, 1919.

(1) Not to accept any orders of co-operatives outside of their district, but forward them to the proper central organization (union).

(2) The Union of Amur Co-operatives participates in the purchase and sale on the local market only through central organizations, independent transactions of this kind being permitted only by consent of central organizations.

(3) Goods purchased by central organizations for sale in the Amur Territory to be distributed through the Amur Union only, the central organization not having the privilege of independent sale in the Amur Union's territory.

(4) To avoid competition on foreign markets, no Siberian or Russian co-operative or union of co-operatives may purchase or sell, it being attended to entirely by the central organization.

THE CANADIAN TRADE COMMISSION.

The following statement has been issued by the Canadian Trade Commission, of date July 9, 1919:—

Canadian banks and financial interests should now undertake to finance those European countries which have heavy reconstruction problems, and the Canadian public should give whole-hearted support to this new enterprise. That is the message of Mr. Lloyd Harris, Chairman of the Canadian Mission in London, on his departure for England at the close of his six weeks' visit. "I have had a strenuous time," he said in an interview, "in which I have been more and more convinced that our public requires educating in the tremendous possibilities of trade with Europe. I am not in favour of granting further Government credits, as I think our banking and financial interests with Government co-operation could do the work more efficiently. These have the machinery and need only employ it. I believe a central organization could be formed which would make the necessary advances. They would take in return the securities from foreign Governments, and in this way the public could participate.

"We must keep up the war-time standard, if possible, in exports of raw material and foodstuffs, but I want to impress on the Canadian people the importance of non-Government credit. It is, I believe, the most urgent thing to be taken in hand if we are to retain and extend our facilities for international trade on which the Dominion's future prosperity must largely depend."

Canadian procedure in exporting to countries formerly under war restrictions now conforms in the main with British regulations. This has resulted in a considerable simplification for exporters. Cabled information from London states that general licenses are now being issued permitting, with small exceptions, export of foodstuffs from the United Kingdom to unoccupied Germany, Finland, Esthonia, Poland, Latvia, and Lithuania. In effect, this means that foodstuffs not given on British lists A and B may be exported to any destination, except Bolshevik Russia and unoccupied Hungary. The Canadian Trade Commission therefore will grant individual licenses freely to exporters desiring to trade within these limitations with those countries.

All wheat imported and exported for the Dominion is controlled by the Board of Grain Supervisors, Winnipeg. The import and export of flour is controlled through the Licensing Department of the Canadian Trade Commission, Ottawa, except that purchased for European points, which is specifically controlled by the Wheat Export Company, Winnipeg. At present no flour is being imported into Canada because supplies are held to be sufficient. The chief movement of flour is to Newfoundland and the West Indies, in which there is little restriction, so far as the Dominion is concerned, while limited quantities only are permitted to go to points in Central and South America. The object of this is to prevent trade being entirely lost. The United States War Trade Board has transferred all its control to a new central body under Julius Barnes, termed the United States Wheat Director, with offices in New York.

THE PROSPECTS FOR CANADIAN FISH IMPORTATIONS INTO JAPAN.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, May 15, 1919.—Imported brands of fish up to the present have been used only by the foreign residents and the wealthy Japanese. The chief reason for this is that on the whole prices are too high for imported fish, as compared with the fresh fish caught about the shores of Japan.

Of the 54,000,000 inhabitants of Japan, only about 7 per cent may be classified as well-to-do, and even these share that economy which generally prevails throughout the nation.

Fresh fish can be had in almost any part of Japan. The 20,000 miles of Japanese coast are said to contain over 600 varieties of fish, and it is claimed that over 2,300,000 of the inhabitants depend wholly or partly on the catching of fish for their livelihood. It can therefore be seen how important the fish industry is in Japan.

The favourite fish of the Japanese is the "Tai" (*pagrus cardinalis*), which for the most part is eaten raw. Other fishes popular with the Japanese are the sardine, yellow-tail, mackerel, bonito, herring, skipper, tuny, cod, sea beam, salmon, trout, cuttle-fish, shark, crab, shrimp, oyster, abalone, plaice, carp, pike, flying fish, whitebait, sword-fish and sole. Whale-meat is also sold quite extensively and eaten both raw and cooked.

In order to show what a difference there is in the meals eaten by the Japanese, and that eaten by the Canadians, it may be well to mention here the various articles that make up the meals of the average Japanese.

Breakfast.

Rice is the staple food of the people and is eaten at every meal. In quantity, rice would make up about 90 per cent of the meal, and it holds a more important place than does bread in our country.

Soup.—What is called *miso*, a sort of soup made from vegetables, but mostly water.

Pickles.—The Japanese are great pickle eaters.

Fish is sometimes eaten for breakfast.

Tea is always served, and is drunk clear.

Midday Meal.

Rice.

Soup.—Made from vegetables or sometimes fish.

Vegetables.—Boiled in soy.

Fish.—Dried, cured or raw, herring, sardine, mackerel, etc. It is usually cut in slices and served with *shoyu*, a kind of sauce made from beans, and tasting something like Worcestershire sauce.

Pickles, made of *daikou*, a Japanese vegetable which looks like a large white carrot, the smell of which is very objectionable to the foreigner. Other vegetables are also used for pickles.

Supper.

The Japanese supper is practically the same as the midday meal, except that they may vary the fish, pickle or vegetable.

From the above it can be seen that the Japanese meal is a very simple one, and that it would be a great exception for a family to open up a can of some imported fish.

CURED FISH.

The only kind of Canadian fish which might be imported in larger quantities would seem to be *cured fish*, salted salmon and herrings, which up to the year 1915 were imported in fairly large quantities, but which have fallen off entirely since. The reason for this falling off was the war, and the consequent high freight rates, and also the increased cost of this fish stuff. Another cause is the great headway made by the Japanese themselves in the catching of salmon on the shores of the Hokkaido and Karafuto in Northern Japan, and on the Kamchatka coast of Siberia. This industry receives much aid and encouragement from the Japanese Government in the form of grants, and the establishment of marine laboratories where experiments are carried on and instructions given, not only in fishery, but also in the canning of fish products of all kinds. In addition, the Government sends experts to different parts of the world to learn new methods, etc. It has been said that most of the salted fish formerly imported from Canada was re-exported to China, Corea, etc. It is to be supposed therefore that there will again be a market for this Canadian fish stuff once the price and shipping costs come down to the same level or nearly so, as was in vogue before the war.

DEMAND FOR FOREIGN RESIDENTS.

There are a few thousand foreigners residing in Japan who for the most part use quantities of imported fish in their own homes. In December, 1916, there were 18,310 foreigners residing here, of whom about 12,000 were Chinese, who would live under similar conditions to the Japanese. In addition, there was during that year 20,000 visitors to this country, who resided in hotels and ate foreign meals. It is expected that this number will be increased this year to 30,000. These travellers consume quite large quantities of canned fish at the hotels, but nothing as compared with what would be consumed in any other country. However, it is well to remember that this country takes certain quantities of canned goods.

There are also the steamship lines to be considered, which usually take on stores when in this port. For example, the Canadian Pacific Railway boats take on large quantities of supplies here, as well as the many Japanese boats carrying passengers.

The four or five large foreign grocers always carry a good supply of foreign canned fish. Up to the present most of this has been of American origin, but of late Canadian goods have been imported and have given the best of satisfaction. This fish, which consists of sardines, lobsters, salmon and kippered herrings, is imported along with other lines of grocery sundries.

In interviews with two of the largest wholesale grocers here, it was said that there was no change in the method of curing or packing asked for.

METHOD OF MARKETING.

Wholesale grocery travellers from other countries come out once a year or so to show the various brands—they bring their samples with them and quote right on the spot. So far as the writer is aware, there has never been any Canadian wholesale grocer or traveller come to Japan for this purpose. To-day, when I was in one of the stores an American traveller had about half a dozen large trunks open and was displaying as well as taking orders for the various lines which he carried. I learned that this man specialized in knitted goods of all kinds, but also carried confectionery and various canned food products. Everything looked attractive, and he probably did some good business. This should be done by Canadians. The fish packers should combine for export and should send a traveller out once a year who would carry their goods, as well as perhaps a general line of Canadian groceries. Nothing can be done here without samples and prices f.o.b. Vancouver or preferably c.i.f. Yokohama. The quality of Canadian fish is good. I have been instrumental in bringing several shipments of Canadian groceries to Yokohama from Vancouver, and together with the

various lines of groceries there were sent several brands of Canadian kippered herrings and sardines, etc. The importers state that this fish sold at lower prices than some of the American brands which they were handling, and were just as good if not better in quality.

However, it was not due to the packers of this fish that it landed out here, but the credit was due to one of the wholesale grocers in Vancouver.

This shows that Canadian brands are just as saleable here as any other. The importers referred to have sent repeat orders for this foodstuff. It also shows that Canadian packers should come out and study the market not only here but in China, Corea and other Eastern countries.

PACKING.

As regards packing methods, the fish should be put up with an attractive label on two or more colours. But I think that our own Canadian labels are just as suitable as any other, and that no change need be made. The tins should also be packed in good, strong cases for export, and only one kind of fish should be put in a case. The cases should be numbered, and on the invoice this number should be shown, giving the full contents of that case. The customs inspectors look at the invoice and pick out the various items which they wish to examine. In order to know in which case these goods are, it is absolutely necessary to number them, and show contents of each on invoice.

The first shipment referred to above came out from Vancouver unnumbered, with nothing to show what each case contained. As a result, every one of 75 cases had to be opened with an extra delay of three weeks before the buyer finally got his goods.

The rates on the C.P.R. steamer from Vancouver are the same as the rates of other lines from American ports. The present rates are \$14 per ton (measurement).

TARIFF AND FREIGHTS.

Canada gets the benefit of the conventional tariff rates. There are no special arrangements with other countries. The tariff is as under:—

Sardines in oil—			
General tariff.. . . .			40%
Conventional tariff.. . . .			20%
Salted whale meat. Tail meat.. . . .yen.	3.60	per 133 pounds.	
“ “ Other meat.. . . . “	1.90	“ “	
Salted fish.. . . . “	2.00	“ “	
Other fish.. . . .	30%		

All freight rates from Canada and American Pacific ports are the same.

ADVERTISING AND LABELS.

The only advertising done is through the newspapers, and this is usually done by the retail stores. The best way to advertise is to put the various fishstuffs on the market under a standard label or brand. The labels are exactly the same as used in Canada and the United States.

SAMPLES.

It is impossible to get sample containers unless they are bought. A sample set comprising every variety that is sold would cost in the neighbourhood of \$25. But it will be remembered that they are just the same as used in Canada and the United States. There are no special regulations relating to information on labels or containers.

VARIETIES OF IMPORTED FISH.

The following list gives the American imported fish found in retail grocery stores in Yokohama:—

Fish.	Brand.	Retail Price.	
		Yen.	*Sen.
Kipperred herrings	Oval 1-lb. tin flat	1	10
"	15-oz. tins, flat		80
Salmon	Flat	1	25
"	Flats		
Lobster	Flats	1	25
Sardines		1	75
"			50
"			35
Shad roe	7½-oz.	1	55
Tunny (in oil)	½-lb. tins		50
Shrimp			55
Clams	5-oz. tin		40
Oysters			40
Finnan-haddie	5-oz. tin	1	00
Anchovies in pure oil	4-oz. glass jar	3	00
" (in oil)	In ½-lb. tin		75
Pike (smoked in oil)	"		45

* Sen = \$0.00498 normal exchange.

The lines of imported fish are usually handled by local general agents, and in Yokohama by the leading foreign grocers who do a wholesale as well as retail business. There are three large foreign and about two or three large Japanese grocers who handle these lines. There are also one or two general importers and exporters who trade in these goods.

Canadian exporters should send a complete line of samples to the Canadian Trade Commissioner's office, where they can be shown in his commercial exhibit room, with other Canadian manufactured goods. Full information as to prices, discounts, etc., should accompany these.

The demand for imported fish is not great enough to warrant warehousing fish supplies direct, unless other Canadian goods were sold also. What would seem a good idea would be to have a warehouse in Vancouver where large stocks would be kept on hand for immediate shipment to Japan, China, and Siberia, and the whole Far East, wherever the orders originated. In this case, it would only take about fifteen days to get a shipment to Japan by cabling for same when desired.

Importation of Fishery Products into Japan, 1913, 1917, 1918.

Variety.	Source of Supply.	Quantity.			Value.		
		1913.	1917.	1918.	1913.	1917.	1918.
		Kin.	Kin.	Kin.	Yen.	Yen.	Yen.
Salted herring...	Asiatic Russia						
	Great Britain						
	Germany	11,889			367		
	United States	1,947,061			82,135		
	Canada	221			11		
	Mexico	1,988			150		
Salted salmon...	United States	2,880,163			210,399		
	Canada	3,140,079		1,183,896	819,891		99,399
				Doz.			
Oiled sardines...				3,352			2,683
Other fish...				12,185	74,674		6,306

THE DEMAND FOR GLUE IN JAPAN.

The Canadian Trade Commissioner at Yokohama, Mr. A. E. Bryan, writes that he has received inquiries lately for Canadian glue. The chief demand is for stick and flake glue. The sticks should be 3 inches by 8 inches by $\frac{1}{4}$ inch in size, while the colour required is a light amber. The glue also must be free from salt.

This variety of glue is used in Japan chiefly as a size by the papermakers. It is also used by hat manufacturers for stiffening straw hats.

This glue has been coming from the United States, and has sold recently at 27 cents per pound c.i.f. Yokohama. It is said that glue similar to the above in chemical analysis, but not having the required light amber colour, was refused by the consumers.

This glue is usually shipped packed in cases, but it was said that double burlap bags were quite acceptable.

There is also a demand for cheap match glue. This is required for many purposes, and sells here at about 10 cents per pound.

If Canadian firms are interested in the above, and will send prices, samples, and full particulars to the Canadian Trade Commissioner's office, he will be pleased to show same to importers.

LARGE DEMAND FOR BOX SHOOKS AND BARREL STAVES FOR THE OIL COMPANIES IN MEXICO.

The British Consul General in Mexico City sends the following information regarding box shooks and barrel staves required in Mexico in reply to an inquiry sent by the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

A letter received from a leading oil company says that their requirements for box shooks amount to nearly one million box shooks annually and other companies require equally large quantities. The timber is pine, but lately gumwood and cottonwood have been given preference because the wood is whiter and finer grained. It is imperative that the timber is well seasoned and dry, otherwise the shooks shrink and warp. They must be cut absolutely square and accurate to dimensions.

As regards barrel shooks they require in normal times about 350,000 a year. The barrels they use are oak and are identical with apple barrels. Due to scarcity of oak, gum and cottonwood are sometimes used. The manager of this company suggests that boats carrying box shooks from Mexico to Canada might carry Mexican asphalt to Canada as return freight.

The secretary of the British Trade Board in the city of Mexico has furnished the following information regarding the importation into Mexico of box shooks and barrel staves:—

"Box shooks are principally imported into Mexico from the states of Louisiana and Mississippi. According to the Government data available at the pre-war period of 1912-13, there were received from the United States 16,278 tons, valued at \$438,514 United States currency, since which time the following importations have been received from that country:—

1914.. . . .	Value.	\$252,027	United States Currency.
1915.. . . .	"	192,199	" "
1916.. . . .	"	151,366	" "
1917.. . . .	"	206,300	" "
1918.. . . .	"	366,832	" "

"In consequence of the high freight from Canada in comparison with that of Louisiana, there has been very little imported from Canada in the past years, and

until there is a direct steamship service between this country and Vancouver, we do not think that the Canadian product could be placed on the market to compete with that from the United States.

"There has been in the past and will in the future be probably a great quantity consumed by the different operating oil companies; as an instance one company imported in 1913 5,809 tons of box shooks for their own consumption.

"In previous years there were several lumber mills working in the Republic, the largest of which was the Madera Lumber Company, in the state of Chihuahua, but this in consequence of the rebel activity has been closed down for some years. Also there were other companies of minor importance, amongst which were the foreign lumber companies operating in the state of Michoacan, and producing considerable quantities of wrought lumber as well as railroad ties, but these have also been closed down for some years; the only operating company of any size is that of the Suchi Lumber Company, belonging to El Oro Mining and Railway Company, in the state of Mexico, which is still producing commercial lumber.

"But none of the above companies could compete with the box shooks that were imported from the United States. Therefore no attention was paid to this branch of the trade.

"There is one local factory in the Federal District which is turning out a small quantity of box shooks only sufficient to supply a very limited demand, the greater bulk being imported from the United States as above mentioned.

"There has not been any quantity of barrel staves imported in the past years. The last printed statistics of the Mexican Customs House (1912-1913) give only the amount as 2,760 tons, valued at \$154,475 United States currency. In 1918 this amount had been decreased to a valuation of \$42,520 United States currency, the balance being supplied from the native forests.

Oil is not handled in this country in barrels, being conveyed from the wells to the seaports by pipe-lines from whence it is loaded in bulk. The local trade is supplied in iron drums containing about 105 gallons (United States) each, but it is not the custom here to make any shipments of oil in wooden barrels."

The names of the principal oil companies requiring box and barrel shooks in Mexico may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

CANADIAN CATTLE EXPORTED TO THE UNITED STATES.

A memorandum of customs (No. 2320-B) has been issued advising that Regulation No. 37, Order No. 259, of the Bureau of Animal Industry has been amended in so far as it is now necessary for Canadian cattle, exported to the United States for exhibition purposes, to be accompanied by a tuberculin test chart signed by a veterinary inspector of the Health of Animals Branch, dated within sixty days of exportation, instead of as in the previous regulation, six months. This amendment takes effect on the 1st July, 1919.

CERTIFICATES OF ORIGIN OF BELGIAN GOODS IMPORTED INTO CANADA.

The following Order in Council (P.C. 1350) dated July 1, 1919, has been passed:—

Whereas His Majesty's Government has decided not to require certificates of origin in respect of Belgian goods imported into the United Kingdom and it is considered advisable that the Canadian Government should adopt a similar policy.

Therefore the Deputy Governor General in Council, on the recommendation of the Acting Minister of Customs and Inland Revenue, is pleased to order that the Order in Council of 6th January, 1919 (P.C. 4), requiring the production of certificates of origin and interest for the importation into Canada of goods from Belgium, shall be and the same is hereby rescinded.

CANADIAN EXPORTS TO SOUTH AFRICA.

The Canadian Government Trade Commissioner in South Africa, Mr. W. J. Egan, who is on an official visit to Canada, submits the following list and query:—

Articles that Canada Exports to South Africa.

Ammunition.	Electrical material, fittings and posts.
Ammonia.	Enamelware.
Apothecaryware.	Emery.
Asbestos manufactures.	Envelopes.
Axes.	Fancy goods.
Axles, bushes and springs.	Farm tools.
Bags, cotton.	Felt.
Bacon.	Fencing material.
Baking powder.	Films.
Barley, pearl.	Files.
Ball bearings.	Fish, dried or cured.
Band saws.	Fish, fresh or frozen.
Beans and peas.	Fish, preserved.
Bedsteads, iron.	Fish oil.
Belting and bands, composition.	Flour.
Belting, leather.	Footwear, rubber and sandshoes.
Bioscope films.	Footwear, other (not leather).
Bicycles.	Force.
Binder twine.	Formaldehyde.
Biscuits.	Frames, picture.
Blacking and boot polish.	Fruit, dried.
Bolts, nuts and rivets.	Fruit, tinned.
Books, printed.	Fruit, fresh.
Boots and shoes, children's.	Furniture, school and church.
Boots and shoes, men's.	Furniture (not tables or chairs).
Boots and shoes, women's.	Glass bottles and jars.
Bootmakers requisites.	Glassware.
Brass, manufactured.	Glucose.
Brushware.	Glycerine for manufacturing purposes.
Brooms.	Glycerine, other.
Butter.	Guns of one barrel.
Cakes.	Gloves and mittens.
Calcium carbide.	Gunpowder.
Casings.	Haberdashery and millinery.
Carbide boxes.	Hams.
Cardboard.	Hammers.
Carriage and cart material.	Handles, wood.
Carrings.	Handsaws.
Caustic soda.	Hand carts.
Cement, liquid.	Hardware, all other.
Cereals, other than oatmeal.	Hatchets.
Chairs.	Hats and caps.
Chains.	Hay.
Chemicals, several kinds.	Hoes.
Chinaware.	Horsehair.
Cigarettes.	Hosiery.
Clocks and watches.	Horseshoes.
Clothing coir fibre.	Hose, conveying.
Chocolate.	Implements, agricultural.
Confectionery.	Implements, dairy.
Confectionery requisites.	Ink, printers'.
Coffins.	Instruments, musical.
Corsets.	Instruments, optical.
Corn starch.	Iron and steel—
Cordage and rope (not wire).	Bar, bolt and rod.
Cotton hosiery, underwear.	Girders, beams and columns.
Cotton piece-goods.	Pipes, piping and fittings, wrought.
Cotton, other manufactures.	Pipes, piping and fittings, cast.
Churns.	Sheet, rolled.
Cream separators.	Shafting steel.
Cutlery.	Jams and jellies.
Desks.	Jewellery.
Dental appliances.	Lamps and lampware.
Disinfectants and germicides.	Lanterns.
Drugs.	Lard.
Duck, cotton.	Lawn mowers.
Dyes, all other.	Lead, white and red.
Earthenware.	Leather, in the piece.
Eggfillers.	Leather, manufactured, n.o.d.
Electrical material, cable and wire.	Linen (underclothing).

Articles that Canada Exported to South Africa.—Concluded.

Lorries, power.	Saddlery and harness.
Lorrie parts.	Saddlers' and shoemakers' requisites.
Locomotives.	Satchels.
Machinery—	Sausage casing.
Agricultural.	Sauces.
Dairy.	Seeds, garden, vegetable and field.
Electrical.	Sewing machines.
Engines, fire.	Shovels.
Manufacturing.	Spades.
Mining.	Silk, except piece and hosiery.
Printing and bookbinding.	Silk hosiery.
Pumps.	Silverplate and plateware.
All other.	Slippers.
Maps and charts.	Soap, common brown.
Mats and matting.	Soap, toilet.
Meats, cured.	Soap extracts and powder.
Meats, tinned.	Soap, compounds of.
Medicinal preparations, non-spirituous.	Stationery and books, all other, n.o.d.
Medicinal preparations, spirituous.	Staves.
Milk, condensed.	Stepladders.
Milk powder.	Stoves, ranges.
Mica.	Stoves, electric.
Metal ceilings.	Sugar.
Motor cars.	Surgical and dental appliances.
Motor car parts.	Syrup, golden.
Motor car chains.	Scrapers.
Nails and screws.	Tables.
Naphthaline.	Tar.
Oats.	Tin and tinware manufactures, n.o.d.
Oatmeal.	Tobacconist wares.
Oil, essential and perfumed.	Toys.
Oil, lubricating.	Traction engines.
Oils, spraying.	Tractors.
Oil, linseed.	Trunks.
Oilman's stores, n.o.d.	Typewriters.
Optical goods.	Typewriter accessories.
Packing, engine.	Tools (several kinds).
Paints in oil.	Umbrellas.
Paints in water.	Underwear.
Paper, writing.	Valves.
Paper bags.	Varnish.
Paper, newsprint.	Vegetables, tinned.
Paper, wrapping.	Vehicles, all other, n.o.d.
Paper, greaseproof.	Vermicelli.
Paper board.	Wall paper.
Paper roofing.	Wheat.
Paper rolls, adding machine.	Wheelbarrows.
Peas.	Whisky.
Perambulators.	Windmills.
Perfumery.	Wire fencing.
Perfumery, spirits.	Wire, barb.
Photographers' material.	Wire netting.
Pickaxes.	Wire, baling.
Pickles.	Wire, mattress.
Pitchforks.	Wire, spring.
Pipes and piping, earthenware.	Wire rope.
Plaster.	Wood, 3-ply.
Potash, compounds of, n.o.d.	Wood, spruce.
Ploughs.	Wood, pine.
Potatoes.	Wood, fir.
Poultry food.	Wood, manufactured, n.o.d.
Printers' and bookbinders' material.	Wood, manufactured—
Printed matter, n.o.d.	Flooring and ceiling.
Pulleys.	Flooring, maple.
Rails, light and accessories.	Planed and grooved.
Rails.	Box shooks.
Razors.	Beaver board.
Rice food.	Building board.
Refrigerators.	Doors and windows.
Rubber, manufactured.	Shingles.
Rubber tires.	Wool, underclothing.
Roofing material.	Wool, manufactures, all other, n.o.d.
Rakes.	

Which of these are you helping to increase and how many new lines are you going to add to the list?

THE ECONOMIC FUTURE OF MACEDONIA.

(The Times Trade Supplement.)

Previous to the war the Central European countries supplied most of the requirements of Macedonia. Since then the first place has been taken by Great Britain, followed closely by Italy. France is doing her utmost to obtain a share of the trade. Greek tariffs are almost prohibitive, but steps are being taken to improve matters. Long credits are demanded, and even substantial houses are unpunctual in their payments.

Green soap is produced to the extent of 362 tons annually, but Greece has to import 1,275 tons of soda. The market at Salonika can absorb 1,000 tons of soap. The tanning industry deals with 75,000 skins a year, whilst 8,000 bales of tanned leather are imported. The value of skins exported amounts to 4,500,000 francs per annum.

The opium obtainable in Macedonia is very rich in morphine (15 to 20 per cent), a fact which should be borne in mind by pharmaceutical firms. The tobacco trade flourishes; 19,000,000 kilos were exported in 1917.

AGRICULTURE AND MINING.

With regard to agriculture, the land is very fertile, but badly cultivated. The culture of the vine is one of the chief supports of the country. Cattle are not very plentiful, but sheep and goats are numerous. The white wool is absorbed locally but all the black wool is exported. In the mining industry, chrome, magnesite, zinc, silver, manganese, and iron pyrites abound, and their proper exploitation should be taken in hand by skilled mining engineers. There are numerous marble quarries ready for development. In short, the whole of Macedonia may be regarded as virgin ground, and a rich harvest in every class of trade and industry awaits West European pioneers.

The British army is liquidating its military stores there, and bargains of varied nature are obtainable.

OFFICIAL LIST OF REQUIREMENTS.

The following information regarding the immediate needs of Macedonia is given officially by the president of the Greek Chamber of Commerce, whose address is 6, Place St. Georges, Athens:—

Insulating tubes for small (Bergmann) electric installations; wooden mouldings; machinery of every description and material for boot and shoe making; automobiles; agricultural tractors; motors (petrol), from 10 to 200 horse-power; chemical products for the pharmaceutical trade; dried cod (at present there is one single Greek importer, and the demand is enormous); iron shutters for shops; food preserves of every description; steam boilers for works and ships; hoists (steam, electric, and hand); and locomobiles heated by lignite. Chloride of lime, nitrate of soda, sulphuric acid, bichromate of potash, oils and salts of aniline, sulphur-sodium, and sulphate of iron, red and congo diamine and sulphuric black. Greece can absorb large quantities of colouring matter, and the attention of manufacturers and exporters is particularly invited to this trade.

As soon as peace is signed the Greek Government will grant subsidies to a large shipping company which is to be created by the State for the purpose of ensuring a regular service between the Piræus, Alexandria, Constantinople, Smyrna, Brindisi, Naples, and Marseilles.

MARKET FOR TRACTORS IN BRAZIL.

(The Times Trade Supplement.)

What is particularly required is a small, compact British machine of the very highest quality, to sell in competition with similar manufactures from the United States. In the State of Rio de Janeiro—particularly the Campos district—the soil is a heavy, moist clay, and for ploughing purposes the disk machine is preferred to any other. The tractor, to secure popularity, should not develop less than 15 horse-power at the drawbar. Farmers need a disk plough having four 24-inch disks and capable of ploughing 6 inches deep. Some planters would be willing to use mould-board ploughs with general-purpose bottoms, but at the same time they would require a tractor to pull continuously a plough with three 14-inch bottoms; anything under 15 horse-power at the drawbar would be incapable of working continuously. Purchasers must use kerosene for fuel. Several light type tractors have already been at work in the Campos districts. The last tractor received, although of the same character as that giving excellent results in the rice district of Sao Paulo State was found too light for the work in the heavier land of Campos, and naturally it failed to create a very favourable impression. The machine developed about 8 horse-power at the drawbar, and might have worked two 14-inch bottoms on the heavy ground very well; but it was found economical in that particular district to use power for ploughing with only two bottoms. It should not be difficult for English manufacturers to devise for export a machine obviating the faults referred to and providing the power and effect which Brazilian farmers require.

A recent tractor placed on the United States market might serve as a pattern for South America. This is of the automobile type, and of a design claimed to be exclusive. In regard to its construction neither expense nor ingenuity have been spared, and a machine has been produced almost as perfect as one could desire. Simplicity characterizes its working parts, which is always a consideration for the South American farmer, and its small, compact size makes it available for farm work hitherto done by horses. As a stationary engine its 30 b.h.p. should make it a profitable investment; while for ploughing, hauling, and general traction work its 15 horse-power renders it exceedingly useful.

In the State of Sao Paulo the farm tractor has also been introduced in the rice district. The type is a three-bottom mouldboard gang plough, which is doing very good work and generally giving satisfaction. The whole of this district may be said to offer a natural market for tractors, large and small, that can be used for ploughing, threshing, pumping water, and hauling grain to market. Planters realize that they need tractors and other machinery in place of the old-time horse-drawn farm implements, and are to-day in a particularly receptive mood for apparatus of this kind.

NEW BANKS ESTABLISHED IN GREECE.

(Economic Supplement, Review of the Foreign Press.)

In the past year five new banks (*banques d'Affaires*) were founded in Greece, which will not confine themselves to the usual banking business, but intend to support the interests of trade, navigation, and industry by stimulating production, assisting private enterprise, and providing profitable employment to the capital which has been lying almost unused during the last four years. It remains to be seen whether these aims will be attained. The new banks are the National Economic Bank (capital drach. 10 mill.), the Maritime Bank (10 mill.), Industry Bank (15 mill.), Greek Bank for Trade, Industry, and Navigation (15 mill.), and the General Bank (2 mill.), of which the second and fourth have their head offices in the Piræus, and the others in Athens.

METAL COMMODITIES WANTED IN GREECE.

The Canadian Mission has received from Greek delegates in London the following specification for certain metal commodities in respect of which the Greek Government desires offers from Canada. Quotations, which should state price f.o.b. Canadian seaboard or c.i.f. Greek port, quantities that can be supplied and qualities, with dates of delivery, to be forwarded to the Canadian Trade Commission, Ottawa.

Black Plates (Sheets).

30 x 60 — 45 kgr. each bundle 22-23 bundles per ton of 1, 2, 3, 4, 5, 6, 8, 10, 12, 14, sheets per bundle.
 59 x 29 — 40 kgr. each bundle 25-26 bundles per ton of 6, 8, 10, 12, 14 sheets per bundle.
 50 x 28 — 35 kgr. each bundle 29-28 bundles per ton of 14 sheets per bundle.
 56 x 26 — 26 kgr. each bundle 38 bundles per ton of 14 sheets per bundle.
 50 x 26 — 23/24 kgr. each bundle 43 bundles per ton of 14 sheets per bundle.

White Tin.

28 x 20 of 108, 100, 95, 90 pounds per case of 56, 40, 30 sheets per case.

Black Plates.

1 2 m. of 1/2, 3/4, 1, 1½, 1¾, 2, 2½, 2¾, 3, 4, mm. thickness.
 1 x 3 m. of 4, 5, 6, 8, 10 m.m. thickness.
 1 x 4 m. of 5, 6, 7, 8, 10 m.m. " "

Lead in Bars (Tangyes).

Iron for wheels in bundles of 20 kgr. length two metres.
 1 m/m. thickness x 12, 15, 18, 20, 22, 25, 28, 30, 32, 35, 40, 45, 50 m/m. breadth.
 1½ " " 20, 22, 25, 28, 30, 35, 40, 45, 50, 55, 60.
 2 " " 20, 22, 25, 28, 30, 35, 40, 45, 50, 55, 60, 65, 70.
 2½ " " 20, 22, 25, 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 100.
 3 " " 20, 25, 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 100.
 20, 25, 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100.
 4 " " 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100.
 5 " " 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 100, 110, 120.

Corner Iron (Winkelleisen).

Cant right bundles of 50 kgrs. length four metres.
 20/2, 20/3, 20/4, 25/3, 25/4, 30/3, 30/4, 35/4, 40/5, 45/6
 50/6, 60/6, 70/7, 80/8, 90/9, 100/10 unboundled.
 20 m/m.

Iron—20 bundles of 50 kgrs. length 4 metres.
 20, 25, 30, 35, 40.

Lead Shooting Shots.

Tined water lead pipes and tined gas lead pipes.

English Steel Mark Saville.

5, 6, 7, 8, 9, 10, 12, 15, 16, 18, 20, 22.
 25, 30, 35, 40, 45, 50, 55, 60, m/m.
 16, 18, 20, 25, 30, 35, 40, 50, m/m.
 Octagonal—20, 25, 30, 35, m/m, breadth.
 Oval, 25, 30, m/m, 35 x 12, 14, 16, m/m thickness.

Rapid Steel for Knives of Lathe.

20, 25, 30 m/m.

Spring Steel.

m/m 6 x 35, 38—7 x 35, 38, 40, 45.
 m/m 8 x 40, 45, 50.

Iron Rail Unboundled, length about four metres.

6½ m/m. thickness x 28, 30, 35, 40, 45, 50, 55, 60, m/m. breadth.
 8 " " 28, 30, 35, 40, 45, 50, 55, 60, 70.
 9 " " 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75.
 10 " " 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80.
 11 " " 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85.
 12 " " 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90.
 13 " " 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 100.
 14 " " 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100.
 15 " " 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90.
 16 " " 28, 30, 35, 40, 41, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100.

METAL COMMODITIES WANTED IN GREECE.—*Concluded.**Iron for Horseshoes.*

Bundles of 50 kgrs. 4 metres length.

6½	m/m. thickness x	22, 25, ditto for oxen.
7	"	22, 25, m/m. breadth, 5 m/m. thickness—20-22 m/m. breadth.
8	"	22, 25 " "
9	"	22, 25 " "
10	"	22, 25 " "
11	"	25 " "
12	"	25 " "

Round Iron.

Each bundle of 50 kgrs. length about 4 metres.

5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22 m/m thickness.

In bars and unbundled—Length, 4 metres.

25, 28, 30, 32, 35, 38, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100.

Square Iron bundles of 50 kgr. length about 4 metres.

6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 20, 22, 25 m/m. thickness.

Square Iron unbundles, length 4 metres.

28, 30, 32, 35, 38, 40, 45, 50, 55, 60 m/m. thickness.

Iron, small horseshoes, bundles of 50 kgrs. Length about 4 metres.

3 m/m. thickness x 10, 12, 13, 14, 16, 18.

4 " " 10, 12, 13, 14, 16, 18, 20.

5 " " 12, 13, 14, 16, 18, 20.

6 " " 12, 13, 14, 16, 18, 20.

English Galvanized Plates.

33 x 23—22 sheets of about 25 kgr. each bundle.

34 x 23—22 " " 27 " "

34 x 23—22 " " 29 " "

36 x 24—22 " " 34-35 " "

36 x 24—22 " " 39-40 " "

60 x 30—12 " " 39-40 " "

59 x 29—12 " " 37 " "

57 x 27—12 " " 30-31 " "

50 x 26—12 " " 35 " "

1 x 2 M—6 sheets of about 48-50 kgr. each bundle.

1 x 2 M—1 1½ 2 m/m. thickness.

Terne and Lead Coated Sheets.

33 x 23—22 sheets of 48 bundles per ton.

33 x 23—22 " 46 " "

33 x 23—22 " 45 " "

36 x 24—22 " 39-40 " "

36 x 24—22 " 34-35 " "

36 x 24—22 " 26 " "

28 x 28—28 " 34-35 " "

27 x 27—28 " 35-36 " "

28 x 20—28 " 48 " "

50 x 26—14 " 42 " "

50 x 26—14 " 36 " "

1 x 2M—6 " 48-50 kgr. each bundle.

Cast-iron Piece, in which the axle turns for cars and lorries.

No. 6, 7, 8, 9, 10, 11, 12.

" 9 x 9, 10, 11, 12, 13, 14.

" 10 x 10, 11, 12, 13, 14.

" 11 x 11, 12, 13, 14, 15, 16.

EXPORT OFFICE FOR THE CANNING INDUSTRY OF NORWAY.*(Economic Supplement, Review of the Foreign Press.)*

The Norwegian Canning Manufacturers' Association has established a temporary export office at Christiania, having in view the collective sale of all Norwegian canned products to such countries as have a monopoly of import. In this manner it is hoped not only to secure the best possible prices but also the best settlement of the money question, which hitherto has hindered export. It will, therefore, not only be in the interest of the individual but in that of the entire canning industry and export trade for all firms or persons having stores of canned goods to apply at once to the Canning Committee, where all the necessary information will be available.

NEW INCORPORATIONS.

Dominion.

Bean and Westlake, Limited. Incorporators: William Sherwood Bean, Henry Westlake and Clifford Ewart Bean, manufacturers; Frederick William Bean, traveller; and William Vincent Schofield, book-keeper—all of Woodstock, Ontario. Capital \$150,000, divided into 1,500 shares of \$100 each. Chief place of business, Woodstock, Ontario.

United States Rubber Company of Canada, Limited. Incorporators: Alexandre Chase-Casgrain, K.C., and Errol Malcolm McDougall, K.C., Leslie Gordon Bell, Sadi Conrad Demers and Edward James Waterston, advocates—all of Montreal. Capital \$20,000,000 divided into 200,000 shares of \$100. Chief place of business, Montreal.

Sterling Rubber Company, Limited. Incorporators: Frederick Louis Freudeman and John Baptiste Abler, manufacturers; Alexander Stewart and George Bryon Ryan, merchants; James Walter Lyon, gentleman, and Walter Ellis Buckingham, barrister, Guelph. Capital \$150,000, divided into 1,500 shares of \$100 each. Chief place of business, Guelph, Ontario.

Andian National Corporation, Limited. Incorporators: Donald Black Sinclair, barrister-at-law; George Charles Loveys, accountant; Clifford Gordon Lynch, secretary; James Ernest Jeffries, clerk, and Jennie Jardine Elliott Hayes, secretary—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Ottawa, Ontario.

Doheny, Quinlan and Robertson, Limited. Incorporators: Hugh Doheny, Hugh Quinlan and Angus William Robertson, contractors; George Archibald Campbell, King's Counsel, and John Kerry, advocate—all of Montreal. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, Montreal.

Ontario.

Wilson & Cohen, Limited. Incorporators: Frank Eirchsen Brown and Armond Thomas Whitehead, barrister-at-law; and Mabel Elma Aull, Winifred Merle Corbet, and Lillian May White, stenographers—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Miller-Adair Mines, Limited (no personal liability). Incorporators: James Edward Day and Charles Joseph McLaughlin, barristers-at-law; Gladys Louise Lee and Irene Hickey, stenographers; and Ella Edith Purvis, book-keeper—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

Triangle Silver Mines, Limited (no personal liability). Incorporators: Lester Abraham Chittenden, Massena, U.S.A., retired merchant; and Wilber Rueben Hitchcock, miner; Charles Herbert Cline, barrister-at-law; Robert Samuel Cline, accountant; and Alice Maud MacLennan, stenographer—all of Cornwall. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Cornwall.

Iroquois Sand and Gravel Company, Limited. Incorporators: Kenneth Ferns Mackenzie, Murray Gordon and William James Beaton, solicitors; Edward Vaughan Chambers, broker; and Ada Isabel Shortt, stenographers—all of Toronto. Capital \$300,000, divided into 3,000 shares of \$100 each. Head office, Toronto.

The Kingston Road Lumber Company, Limited. Incorporators: William Malcolm Miskelly, company manager; Frederick Joseph Cummings, contractor; Helen Miskelly and Elizabeth Cummings, married women; and James George Shaw, solicitor—all of Toronto. Capital \$150,000, divided into 1,500 shares of \$100 each. Head office, Toronto.

The Volta Manufacturing Company, Limited. Incorporators: Robert Tait Turnbull, consulting engineer; John Young, electrical engineer; Andrew Rutherford

Turnbull, draughtsman; and John Watt Simpson, foreman—all of Welland; and Charles Worthington Simm, of St. Catharines. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Welland.

The Jackson Development Company, Limited. Incorporators: John A. Campbell, barrister-at-law; Marie O'Brien, book-keeper; Walter George Hammond, patent solicitor; and Gladys Stitt, stenographer—all of Toronto. Capital \$200,000, divided into 2,000 shares of \$100 each. Head office, Toronto.

Peabody's Limited. Incorporators: Horace Baxter Peabody and Witter Johnston, Peabody, manufacturers; and Elsie Sibley Peabody and Jane Atterbury Peabody, married woman—all of Detroit, U.S.A.; and Oscar Ernest Fleming, of Windsor, Ont., barrister-at-law. Capital \$1,500,000, divided into 150,000 shares of \$10 each. Head office, Walkerville.

The McGibbon Lumber Company, Limited. Incorporators: Charles Archibald McGibbon, Finlay Telford McGibbon, Norman Chester McGibbon and David Darling Christie McGibbon, lumbermen; and John Arthur McGibbon, barrister-at-law—all of Penetanguishene. Capital \$100,000, divided into 200 shares of \$500 each. Head office, Penetanguishene.

Saskatchewan.

Forres Sheep Ranching Company, Limited. Incorporators: James D. Wilson, Forres; Josephine C. Wilson, Forres; Clifford B. Mourse, Indian Head. Capital \$100,000, divided into 1,000 shares of \$100 each. Registered office, Maple Creek.

The Battle Creek Ranching and Irrigation Company, Limited. Thomas Aikell, Toronto; George E. Burn, Toronto; and James D. Wilson, Forres. Capital \$225,000, divided into 2,250 shares of \$100 each. Registered office, Maple Creek.

RECONSTRUCTION PROBLEMS IN BELGIUM.

A recent number of the *Wirtschaftsdienst* gives the following facts and figures with regard to economic conditions in Belgium.

Industries, it states, are again progressing normally after having been more or less seriously interrupted by strikes, disputes and the franchise agitation. These questions seem now to have been settled to the satisfaction of most of those concerned, and the factories, which are said to have suffered but little destruction outside the war area, are turning their attention to the work of reconstruction generally, and particularly in the matter of buildings, machinery and plant. Bricks are supplied by home industries and the necessary metal is obtained from the scanty stocks still available in the country or by purchases from allied countries. Money for these enterprises is advanced by the Belgian Government on the security of war indemnities.

The article points out that the chief trouble arises from the difficulty of obtaining raw materials. Nearly all essentials must be drawn from foreign sources, and representatives are now being despatched by the Belgian Government on behalf of the chief industries concerned, to examine the question of supplies. In this way the cotton industry has been restarted with English help. To remedy the shortage of gas coal 45,000 tons were imported from the same source in the first three months of the present year.

The main difficulty faced by Belgium is obviously the financial question. The country is at present waiting for an advance of five thousand million marks on the war indemnity. In the meantime the manufacturers are endeavouring, through the agency of the Government, to raise money on a five per cent loan in support of the "Restauration Nationale," of which the interest coupons are free of all state, provincial or communal taxation.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending July 4, 1919.	Wheat.	Oats.	Barley	Flax.	Rye.	Totals
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	156,686	295,933	70,410	174	40,814	564,017
Consolidated Elevator Co.	27,750	19,535	34,169	27,332	2,735	111,521
Empire Elevator Co.	8,240	111,933	24,112	16,010	3,457	163,752
Ogilvie Flour Mills Co.	279,704	58,180	27,349		2,201	367,434
Western Terminal Elevator Co.	19,173	49,842	11,549	21,694	1,185	103,443
G. T. Pacific	194,338	268,184	35,872	9,088	9,300	516,782
Grain Growers' Grain Co.	30,032	454,386	122,804		26,350	633,572
Fort William Elevator Co.	14,496	337,198	68,119	5,414	947	426,174
Eastern Terminal Elevator Co.	35,259	46,747	170		10,554	92,730
Northwestern Elevator Co.	45,439	28,617	24,306		240	98,602
Port Arthur—						
Port Arthur Elevator Co.	265,731	581,683	179,388	18	24,698	1,051,518
Sask. Co-operative Elev.	190,389	182,912	49,675	38,130	10,125	471,231
Canadian Government Elevator	132,502	159,895	35,472	11,919	13,114	352,902
Can. Govt. Elev., acct. Imp. Govt.				63		63
Thunder Bay.	150,359	300,102	31,301	5,999	2,067	489,828
Davidson & Smith.	67,545	117,423	45,152		7,311	237,431
Eastern-Richardson.	154,420	36,542	16,467	10,700	104,230	322,359
Total Terminal Elevators	1,772,063	3,049,112	776,315	146,541	259,328	6,003,359
Saskatoon Can. Govt. Elevator	259,506	470,668	57,156	563		787,893
Moosejaw Can. Govt. Elevator	284,987	271,810	8,999	4,212	12,381	574,152
Calgary Can. Govt. Elevator	339,891	139,943	27,384	447	12,245	522,182
Vancouver Can. Govt. Elevator	4,071	76,646		220	12,272	80,937
Total Interior Terminal Elevators	888,455	959,067	93,539	5,442	18,661	1,965,164
Depot Harbour						
Midland—						
Aberdeen Elevator Co.	4,996	27,228				32,224
Midland Elevator Co.			Not reported.			
Tiffin, G.T.P.	122,950	11,648	51,997			186,595
Port McNicoll.	995,195	208,639	44,973			1,248,807
Collingwood						
Goderich—						
Elevator & Transit Co.	764,948	114,512				909,460
West Can. Flour Mills Co., Ltd.	479,350					479,350
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.		2,157				2,157
Port Colborne Dom. Govt. Elevator	333,521					333,521
" Maple Leaf Mill'g Co., Ltd			Not reported.			
Prescott						
Montreal—						
Harbour Commissioners No. 1.	370,949		1,135,846			1,506,795
" " No. 2.	534,223	326,987	430,384			1,291,594
Montreal Warehousing Co.	876,353	8,347	652,134	21,009		1,557,843
Ogilvie Flour Mills Co., Ltd.	766,723	419	17			767,189
Quebec Harb'ur Commissioners.	766,944	46,622				813,566
West St. John, N.B.	714,694	9,703	51,594			775,991
Halifax, N.S.	395,702					395,702
Total Public Elevators	7,126,548	786,262	2,366,945			10,300,764
Total quantity in store	9,787,066	4,794,441	3,236,799	172,992	277,989	18,269,287

†Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended July 4, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard			34,872		34,872
No. 1 Northern		180,526	575,542	2,672,661	3,428,730
No. 2 "		88,905	159,402	1,067,834	1,316,141
No. 3 "		266,481	79,364	1,435,300	1,781,145
No. 4 Wheat		283,643	6,388	978,729	1,268,760
No. 5 "		231,840	7,442	452,252	691,534
No. 6 "		486,748	1,107	183,846	671,701
Other		233,920	24,338	335,925	594,183
Totals		1,772,063	888,455	7,126,548	9,787,066
Oats—					
No. 1 C. W.		2,701			2,701
No. 2 "		394,576	67,043	90,878	552,497
No. 3 "		583,631	66,392	55,724	705,747
Ex. No. 1 Feed		405,393	195,976	137,671	739,040
No. 1 Feed		340,687	273,895	190,971	805,553
No. 2 "		1,034,934	289,520	191,336	1,515,770
Other		287,190	66,241	119,682	473,113
Totals		3,049,112	959,067	786,262	4,794,441
Barley—					
No. 3 extra C. W.				1,235	1,235
No. 3 C. W.		294,041	34,616	688,808	1,017,465
No. 4 "		255,708	36,828	1,148,360	1,440,896
Feed		69,876	10,850	138,457	219,183
Rejected		75,638	8,884	378,010	462,532
Other		81,052	2,361	12,075	95,488
Totals		776,315	93,539	2,366,945	3,236,799
Flax—					
No. 1 Northwestern Canada	62	97,192	1,895	21,009	120,158
No. 2 C. W.		37,393	1,614		39,007
No. 3 "		6,076	1,069		7,145
Rejected			29		29
Other		5,818	596		6,414
Imp. Govt.			239		239
Totals	62	146,479	5,442	21,009	172,992
Rye—					
No. 1 C. W.		7,151			7,151
No. 2 "		192,091	12,272		204,363
No Grade		9,817			9,817
Rejected		6,368			6,368
Other		43,901	1,763		45,664
Totals		259,328	14,035		273,363
Corn			4,626		4,626
Total quantity in store		6,003,359	1,965,164	10,300,764	18,269,287

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on July 4, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Totals.
	Bushels.	Bushels.	Bushels.
<i>July 4, 1919—</i>			
Terminal elevators.....	1,722,063	4,231,296	6,003,359
Interior terminals.....	888,455	1,076,709	1,965,164
Public elevators in the East.....	7,126,548	3,174,215	10,300,764
Total.....	9,789,066	8,482,221	18,269,287
<i>July 5, 1918—</i>			
Terminal elevators.....	568,074	6,497,397	7,065,471
Interior terminals.....	79,862	1,569,195	1,649,057
Public elevators in the East.....	4,186,071	6,886,628	11,072,699
Total.....	4,834,007	14,953,220	19,787,227
<i>July 6, 1917—</i>			
Terminal elevators.....	7,633,405	5,523,334	13,156,739
Interior terminals.....	670,948	405,010	1,075,958
Public elevators in the East.....	3,918,500	7,465,008	11,383,508
Total.....	12,222,853	13,393,352	25,616,205
<i>July 7, 1916—</i>			
Terminal elevators.....	13,483,551	6,566,048	20,049,599
Interior terminals.....	1,417,617	387,648	1,805,265
Public elevators in the East.....	5,963,786	6,818,301	12,782,087
Total.....	20,864,954	13,771,997	34,636,951
<i>July 8, 1915—</i>			
Terminal elevators.....	2,429,777	2,236,080	4,665,857
Interior terminals.....	161,802	174,595	336,397
Public elevators in the East.....	1,043,664	1,890,404	2,934,068
Total.....	3,635,243	4,301,079	7,936,322
<i>July 9, 1914—</i>			
Terminal elevators.....	2,827,402	4,177,918	7,005,320
Public elevators in the East.....	4,406,185	5,415,875	9,722,060
Total.....	7,233,587	9,593,793	16,827,380

Quantity of United States Grain in Store at the Public Elevators in the East for
Week ended July 4, 1919.

	Wheat.	Oats.	Rye.	Corn.	Totals.
G.T.P., Tiffin, Ont.....	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Aberdeen Elevator, Midland, Ont.....		85,074	44,950		44,950
Quebec Harbour Commissioners, Quebec	3,127				85,074
Harbour Commissioners No. 1.....	3,128				3,127
" " " " " 2.....	1,564		185,104	2,212	3,128
Port McNicoll, C.P.R.....		39,264			188,880
Midland Elevator Co., Midland, Ont....		660,602			39,264
Depot Harbour, G.T.Ry.....		25,000		21,995	660,602
Total.....	7,819	809,940	230,054	27,207	49,995
					1,075,020

NEW BRITISH GAS-STEAM ENGINE.

The *London Times* of May 27 reports the invention, by an Englishman, of a new form of prime mover, consisting of combined internal combustion (gas or oil) and steam engine. With the ordinary gas or oil engine, one of the greatest mechanical problems is the removal of the heat generated by the combustion of the fuel, and in the majority of cases this heat is lost or wasted in the sense that it is not converted into useful work. In the new invention arrangements are made to utilize the waste heat for the generation of steam; and the piston, after being driven in one direction by gas or oil, is driven in the other by steam. By this means the inventor hopes to increase the fuel efficiency at least 20 per cent, and to increase the elasticity of the engine by storing steam in a reservoir so as to sustain for a short time a large overload, which would ordinarily stop the engine.

MARKET IN FRANCE FOR ENAMELLED HOUSEHOLD WARE.

(Chamber of Commerce Journal.)

Enamelled household utensils are becoming increasingly popular among the French, the American Consul at St. Etienne reports, but in spite of the home industries specializing in these lines French manufacturers are unable to supply the demand. German and Austrian products dominated the French market prior to the war on account of superior organization, but they turned out an article which, while having all the appearance of similar products sold at high prices, possessed neither the quality nor solidity of the latter. The following are the articles chiefly in demand: Covered saucepans, 9.45 inches in diameter, capacity 4 litres; stewpans with straight sides and handled covers, 7, 8 and 8½ inches in diameter, capacities, 4, 6 and 8 litres; long-handled saucepans, 4¾ to 8 inches in diameter and from one-third of a litre to 2½ litres capacity; round, shallow dishes for eggs with handles 6 to 8 inches in diameter; small kettles of 1 to 2 litres capacity; coffee pots, holding 6 cups; also ladles, large kitchen spoons, skimmers, pitchers, washbasins, pails and waste buckets. It would be well to make these goods in three qualities: ordinary, medium and superior, and to present them under distinguishing trade-marks, to take care that handles are solidly attached to the utensils, to have the lids also enamelled and to furnish illustrated catalogues containing detailed information concerning the process of manufacture and indicating the diameter and capacity in the metric system, with prices in francs and centimes.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1682. **Returning to China.**—A Canadian, aged thirty, who spent four years in China and went to France during the war as an interpreter with the Chinese troops, is about to return to China. He would like to arrange with several Canadian manufacturers to act as their joint representative in China. Held a responsible official position in Ontario before going to China and can give first-class references.

1683. **Glass bottles and table glassware.**—A London firm wish to be placed in communication with Canadian manufacturers of glass bottles and also table glassware.

1684. **Chocolates.**—A London company wish to purchase assorted chocolates packed in 4- or 5-pound boxes and invite offers from Canadian manufacturers in a position to fill orders. Would buy substantial quantities regularly.

1685. **Agencies in dry goods, rubber goods, etc.**—A London company report that they can advantageously work agencies for Canadian manufacturers of the following lines: Attire, etc., boots and shoes, buttons, collars, dress shields, hats and caps, hosiery and underwear, overcoats, raincoats, sweaters, woollen goods, yarn; rubber goods (manufactured articles, rubber substitutes, rubber machinery); leather goods (leather manufactures, novelties, suit cases and trunks); chemicals (drugs, dyes, fertilizers and manures); sundries (novelties, toys, walking sticks).

1686. **Wheat and flour.**—A London company trading with Greece wish to get into correspondence with Canadian shippers of wheat and millers of flour prepared to negotiate for direct shipment when circumstances permit.

1687. **Chocolates.**—A London firm wish to purchase from Canada large quantities of chocolates, en bloc, assorted, or in bars; also Marzipan.

1688. **Canned goods.**—A firm of general merchants in London, Eng., wish to get into communication with Canadian exporters of canned fruits, canned vegetables, canned meats and canned fish.

1689. A British importer would like to get into communication with Canadian manufacturers of toys and chairs.

1690. **Alimentary products.**—An import and export house of Marseilles, France, will be pleased to enter into commercial relations with Canadian producers of all kinds of alimentary products. They write: "It is absolutely necessary at first that samples be sent in duplicate of all products which may be offered together with details of mode of packing, transportation, etc.

1691. **Stavewood.**—An important firm in business for twenty years in Libourne, France, desire to enter into business relations with producers and exporters of stave-wood to be used in coopers' trade.

1692. **Artificial silk.**—An importer of Paris, France, desires the names of manufacturers of artificial silk with a view to establishing business relations.

1693. **Office furniture and chairs.**—An importer of London, England, in business for thirty years, and with extensive showrooms, desires sole agencies for Canadian manufacturers of office furniture and chairs.

1694. **Hickory pick handles.**—A Sheffield, England, firm desires to receive quotations on hickory pick handles.

1695. A French importer wishes to get into communication with Canadian manufacturers of doors.

1696. A merchant in Amsterdam, Holland, experienced in handling bronze powders and acquainted with important buyers in Holland, wishes to represent a Canadian manufacturer of bronze powders, either on a commission basis or buying on his own account.

1697. A Belgian business man with valuable connections in Brussels who has a knowledge of English, French, Dutch and German, wishes to secure Canadian agencies for Belgium and the occupied German districts.

1698. **Canadian products.**—A St. John's commission agent is open to represent Canadian exporters of flour, butter, cheese, evaporated and condensed milk, milk powder, canned tomatoes, etc.

1699. **Cedar pencil slabs.**—A large British house inquires for cedar pencil slabs for making pencils. Samples of Canadian cedar cut in slabs, and full particulars as regards prices, etc., are requested immediately. In connection with this inquiry the manager of the firm mentioned will be visiting Canada the latter part of July, and would be glad to call on firms interested.

1700. A firm of machinery importers and engineering contractors in Hong Kong, recently started with a capital of \$100,000, would like to get into touch with Canadian manufacturers of everything in the mechanical and electrical line. They ask for catalogues of Canadian machinery and electrical supplies.

1701. **Fish fertilizers.**—An important firm in Paris dealing in fertilizers would be interested in securing supplies of Canadian fish fertilizers.

1702. **Stick and flake glue.**—A large American firm located in Yokohama is in the market for stick and flake glue—the sticks should be 3 inches by 8 inches by 4 inches. It is important that the colour should be a light amber, while the glue itself should be free from salt. Present price of this glue on the Japanese market is about 27 cents per pound c.i.f. Yokohama. Samples and prices f.o.b. Vancouver, or c.i.f. Yokohama, are requested immediately.

1703. **Sugar.**—A company in the South of Ireland ask to be placed in correspondence with Canadian manufacturers of sugar in a position to ship supplies to the United Kingdom.

1704. **Dried codfish.**—A British firm at Madrid, whose travellers cover the whole of Spain, are prepared to undertake the sole agency of a first-class Canadian producer of dried codfish.

1705. **Toilet paper.**—A London firm wish to purchase toilet paper, put up in packages of 500 sheets and 12-ounce rolls (dimensions 7½ inches by 5¾ inches) from Canadian manufacturers and invite samples and quotations. Annual purchases £5,000 worth. Samples may be obtained at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1706. **Fish (frozen, dried and canned).**—A firm in Frederikshaven, Denmark, ask for addresses of Canadian exporters of frozen fish (salmon, halibut, cod, etc.), salt and dried fish, and canned salmon and lobsters.

1707. **Eggs.**—Buyer and speculator in eggs, who claims to be first to introduce eggs into France from Russia and Morocco, wishes to import from Canada in large quantities. References. Buys against documents.

1708. **Fish waste.**—Large chemical manufacturer interested in import into France of fish carcasses and bones, waste matter, for use in manufacture of fertilizer in France, wishes to get into connection with houses engaged in this business in British Columbia, Nova Scotia, or New Brunswick.

1709. **Wood-pulp.**—An agent in France, who has been doing business in wood-pulp with Scandinavian countries during the war, would like to enter into connection with Canadian dealers and manufacturers.

1710. **Furniture parts and fixtures.**—An agent in Paris for London house before war wishes to enter into correspondence with Canadian house manufacturing furniture and furniture parts and fixtures with a view to representation and importation.

1711. An important British firm wish to get samples and prices of Canadian paper. Quotations f.o.b. exports steamer, Montreal. Prepared to pay cash against documents for anything purchased. References.

1712. **Hammers.**—A Birmingham firm want adze claw hammers with handles, sizes 0, 1, 2, 3, 4—principally 1, 2 and 3.

1713, 1747. **Enamelware.**—Two firms in the Midlands desire to purchase all kinds of enamelware.

1714. **Taps, dies and stocks** similar to the "Little Giant" required by a firm in Birmingham.

1715. **Universal millers.**—A Birmingham firm wish to import universal millers.

1716. **Universal grinders.**—A concern in the Midlands is in a position to purchase universal grinders.

1717. **Engineers' tools.**—Canadian manufacturers of engineers' tools of all kinds are requested to communicate with a Birmingham firm.

1718, 1764. **Woodenware products.**—Two Birmingham firms desire to hear from Canadian producers of woodenware products of every description.

1719. **Dowels.**—Canadian manufacturers of dowels are requested to get in touch with a firm in the Midlands.

1720. **Mangle rollers.**—Rollers for mangles or wringers are required by a concern in Birmingham.

1721, 1724, 1748, 1762. **Washboards.**—Four Birmingham firms wish to purchase washboards.

1722. **Rolling pins.**—A concern in Birmingham require rolling pins.

1723. **Handles.**—A firm in the South Midlands would be glad to hear from Canadian handle manufacturers.

1725. **Clothes pegs.**—A Birmingham firm desire to buy clothes pegs, straight, 4½ inches in length, and spring.

1726. **Bolts and nuts.**—Canadian manufacturers of bolts and nuts are asked to communicate with a Birmingham concern.

1727. **Wood screws.**—Wanted by a Midland firm.

1728, 1751. **Wire nails.**—Manufacturers of wire nails are requested to write to two firms in the Midlands.

1729. **Toy spade fork and hoe handles.**—Canadian makers of these handles would do well to communicate with a Birmingham concern.

1730. **Trowel handles.**—These are required by a firm in Birmingham.

1731. **Dustpan handles.**—A Birmingham firm would be glad to hear from a Canadian manufacturer of dustpan handles.

1732. **Grain, flour and wheat.**—A Birmingham firm desire to hear from Canadian exporters of grain, flour and wheat products.

1733. **Iron bars.**—Quotations c.i.f. English port are required by a firm in Birmingham on 100 tons of ½-inch round bars.

1734. **Black sheets.**—A Birmingham firm want 50 tons of C.R.C.A. black sheets. Quotations should be c.i.f. English port.

1735. **Wire nails.**—Will a Canadian manufacturer of wire nails send prices c.i.f. English port to a firm in the Midlands?

1736. **Barbed wire.**—A Birmingham concern wish to hear from Canadian manufacturers of barbed wire giving prices c.i.f. English port.

1737. **Wood screws.**—C.i.f. English port quotations on wood screws are desired by a Birmingham importer of wood screws.

1738. **Asbestos millboard, yarn, string and packings.**—A Birmingham firm wish to get in touch with a Canadian exporter of asbestos products—millboard, yarn, string and packings.

1739. **Mechanical rubber goods.**—A firm in Birmingham are open to place an order for garden, delivery and steam hose, etc., with a Canadian manufacturer.

1740. **Vulcanite.**—A firm in the Midlands are prepared to purchase vulcanite or ebonite and vulcanized fibre in sheets, rods and tubes. Canadian manufacturers kindly communicate.

1741. **Leather belting.**—Required by a Birmingham firm.

1742. **Cycle pumps.**—Wanted by a concern in the Midlands.

1743. **Cycle and hand bells.**—A firm in Birmingham wish to purchase cycle and hand bells from Canada.

1744. **Cycle goods.**—Canadian manufacturers of all classes of cycle accessories are requested to communicate with a firm in Birmingham who desire to import same.

1745. **Wrenches.**—These are required by a Midland importing house.

1746. **Tee hinges.**—Any Canadian hardware exporting house with tee hinges for disposal would, if prices are satisfactory, find a market with a firm in the Midlands.

1749. **Pliers.**—A Birmingham firm wish to hear from Canadian manufacturers of pliers.

1750. **Tower pincers.**—These are wanted by a Birmingham firm.

1752. **Bolts and nuts.**—A firm in the Midlands would be glad to hear from a Canadian firm able to supply them with bolts and nuts.

1753. **Screws.**—A Birmingham firm desire to get in touch with a Canadian manufacturer of screws.

1754. **Stamped steel.**—A Birmingham firm is anxious to receive quotations on stamped steel back flaps and butts; will Canadian manufacturers kindly communicate?

1755. **Small lamp globes.**—A Birmingham firm are open to purchase opal pixie or luna globes, $1\frac{1}{4}$ inch outside diameter at the bottom, $2\frac{1}{4}$ inches in length, $2\frac{1}{4}$ inches maximum diameter, where the globes bulge about midway up, and with an opening at the top 1 inch in diameter. Will Canadian manufacturers communicate, sending sample, price, etc.?

1756. A Japanese firm would like to get in touch with manufacturers of tool-steel, hardware, etc.

1757. **Brass wire mesh.**—A firm in Birmingham ask for quotations c.i.f. English port on brass wire mesh Nos. 150, 200, 250, and 36-inch by 36-inch mesh, 34 swg. Canadian exporters are requested to communicate.

1758. **Shop chairs.**—A firm in Birmingham desire to receive quotations on shop chairs.

1759. **Counter chairs.**—Will Canadian exporters of these chairs—about 29½ inches from the ground to seat—send quotations to a firm in the South Midlands?

1760. **Coat hangers.**—Sample of coat hanger required by a Birmingham concern has been sent to the Department of Trade and Commerce, Ottawa, where it may be inspected by Canadian firms desirous of exporting a similar line.

1761. **Bolts and nuts.**—Up to 6 inches by $\frac{3}{8}$ inch are required by a firm in Birmingham.

1763. **Pastry boards.**—A Birmingham concern wish to purchase pastry boards.

1765. **Mechanics' hand tools.**—A firm in Birmingham desire to be put in touch with Canadian exporters of mechanics' hand tools of all kinds.

1766. **Butter and cheese.**—A Birmingham firm doing a very large business desire to represent Canadian concerns in a position to export butter and cheese.

1767. **Condensed milk.**—Required by a firm in the Midlands.

1768. **Grocery lines.**—A Birmingham firm is well able to represent any Canadian houses desiring to export any products suitable for the grocery trade.

1769. **Canned goods.**—A London firm of general merchants wish to get into touch with Canadian exporters of canned goods, especially fruits.

1770. **Representation.**—The head of a New Zealand firm of importers and manufacturers' agents will visit Canada early in August and would like to get into communication with Canadian manufacturers of the following articles: Machinery, heavy hardware, heavy chemicals, building materials, concrete machinery, etc., motor tires and tubes; also motorcycle and cycle, mechanical and other rubber goods, oils and grease, paper, strawboards, twine, string, etc., tubes and fittings (steam, water, gas, etc.), machine tools, motors and accessories (cars, trucks), electrical machinery, etc., labour-saving machinery generally.

1771. **Agricultural implements.**—A firm of agricultural implement agents in Paris, having branches at Lille, Nancy, Strassbourg, and Charleroi, would like to represent Canadian firms manufacturing agricultural implements. They ask for catalogues and terms, with detailed information.

1772. **Machine tools, etc.**—A firm of general exporters in Victoria, B.C., are sending an engineer representative to Australia the latter part of July. He is desirous of getting into touch with Canadian firms wishing commissions executed in Australia and would like to have catalogues of machine tools and supplies, mining machinery, packing, belting and oils with particulars of commission offered.

1773. **Representation.**—A French business organization having offices in Paris, Dunkirk, Havre, France, Bordeaux and Marseilles offer to act as representatives of Canadian exporters of meats, canned fruits and vegetables, dried and preserved fruits, jams, soaps and oils. They say: "In each of these cities we can receive their goods, handle them, store them, ship them out in small lots; we can unite these small lots to others for the same buyer, thereby saving on freight rates, and thus creating additional interest in their products. Our selling organization, to our knowledge unique in France, bring us into direct contact with the retailer. This organization is at their disposal. Very small shipments do not interest us. Our credit is good up to any amount; on this subject, the Bank d'Hochelaga (Toronto, Quebec, Winnipeg, Montreal offices), as well as the Merchants Bank of Canada (Halifax and Quebec offices), and the Royal Bank of Canada (Montreal, Toronto, Winnipeg offices), can give you our rating. We would ask the manufacturers for their exclusive agency in France, in addition to the usual commission to agents and discount for being responsible for bills."

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in Eng-

land and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 **R.S.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 **R.S.**—A Canadian soldier recently returned from France proposes to take a trip to Japan in July. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 **R.S.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 **R.S.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 **R.S.**—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 **R.S.**—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 **R.S.**—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

CANADA, AUSTRALIA AND NEW ZEALAND SHIPPING SERVICE.

The following steamers of the New Zealand Shipping Company are scheduled to load at Montreal on the Canada, Australia and New Zealand service:—

SS. *Waipara*, July 19.

SS. *Kumara*, August 15.

SS. *Goalpara*, September 5.

The *Waipara* and *Goalpara* will call at Auckland, Wellington, Lyttleton, Melbourne and Sydney, and the *Kumara* at Auckland, Wellington, Dunedin, Melbourne and Sydney.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Canadian Ranger, Can. Govt. Merchant Marine, Ltd., about July 15; **Empress of Britain*, C.P.O.S. Line, about July 16; *Corsican*, C.P.O.S. Line, about July 18; *Tunisian*, C.P.O.S. Line, about July 20; *Melita*, C.P.O.S. Line, about July 24; *Rimouski*, White Star-Dominion Line, about July 25; *Canada*, White Star-Dominion Line, about August 2; *Scotian*, C.P.O.S. Line, about August 7; *Grampian*, C.P.O.S. Line, about August 13; *Metagama*, C.P.O.S. Line, about August 14.

* Sails from Quebec.

MONTREAL TO LONDON.

Hambleton Range, C.P.O.S.-Furness Line (Furness), about July 17; *Verbania*, Cunard Line, about July 18; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about July 23; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about July 24; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about July 17; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about July 24; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about July 30; *Mottisfont*, C.P.O.S.-Furness Line (C.P.O.S.), about July 30.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about July 29.

MONTREAL TO GLASGOW.

Cassandra, Anchor-Don. Line, about July 15; *Montcalm*, C.P.O.S. Line, about July 19; *Holbrook*, C.P.O.S. Line, about July 26; *Saturnia*, Anchor-Don. Line, about August 13.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Ocean Monarch, Cunard Line, about July 18; *Sardinian*, C.P.O.S. Line, about July 19; *Copenhagen*, Cunard Line, about July 22; *Sicilian*, C.P.O.S. Line, about July 24; *Turcoman*, Dominion Line, about July 31.

MONTREAL TO MANCHESTER.

Manchester Mariner, Manchester Liners, about July 19.

MONTREAL TO HULL.

Sidlaw Range, Manchester Liners, about July 24.

MONTREAL TO LEITH

Cairndhu, Thomson Line, about July 18; *Cairnmona*, Thomson Line, about July 25; *Cairnvalona*, Thomson Line, about July 28.

MONTREAL TO DUBLIN.

Fanad Head, Head Line, about July 20.

MONTREAL TO BELFAST.

Ballygally Head, Head Line, about July 18.

MONTREAL TO HAVRE (FRANCE).

Bilster, Canadian-Trans-Atlantique Line, about July 18; *Lord Dufferin*, Canadian-Trans-Atlantique Line, about August 1; *California*, Canadian-Trans-Atlantique Line, about August 9.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Canadian Miller, Can. Govt. Mer. Marine, Ltd., about July 12.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.

Kwarra, Elder Dempster Line, about July 15; *New Brunswick*, Elder-Dempster Line, about July 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).

Waipara, New Zealand Shipping Co., about July 18; *Kumara*, New Zealand Shipping Co., about August 2.

MONTREAL TO KINGSTON (JAMAICA).

Canadian Trader, Can. Govt. Merchant Marine, Ltd., about July 19.

From Halifax.

HALIFAX TO BERMUDA, ST. KITS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaleur, Royal Mail Steam Packet Co., about July 25.

From Victoria.

VICTORIA TO UNITED KINGDOM PORTS (VIA PANAMA CANAL).

Astyanax, Blue Funnel Line, about July 30.

VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Protesilaus, Blue Funnel Line, about September 2.

VICTORIA TO YOKOHAMA, KOBE, MOJI, SHANGHAI, AND HONG KONG.

Canada Maru, Osaka Chosen Kaisha, about July 23.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA, AND HONG KONG.

Kashima Maru, Nippon Yusen Kaisha, about August 5.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915) \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain Inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915. 1916.

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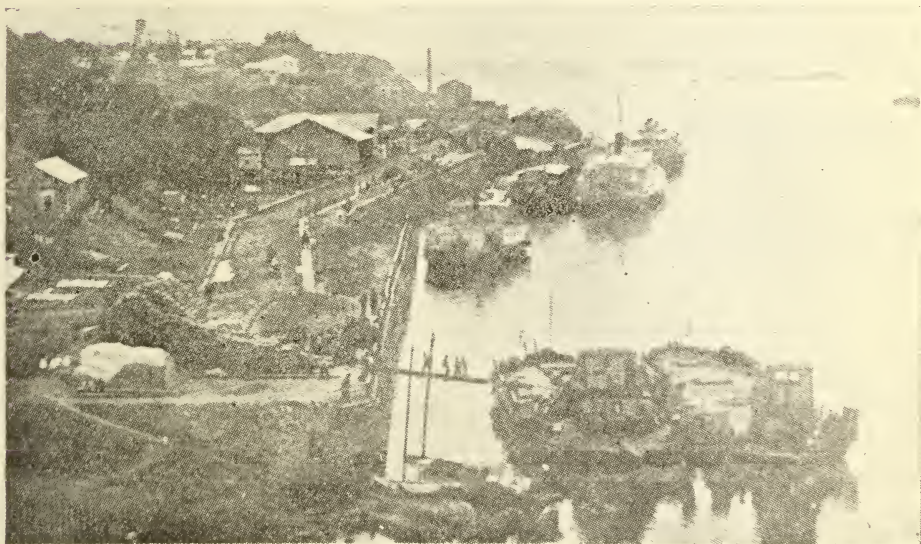
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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Habarovsk, on the Amur River. (See page 110).

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, July 21, 1919.

No. 807

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

Dr. J. W. Ross, Shanghai.. . . .	Now in Western Canada, leaves for Shanghai sailing from Vancouver July 24. Correspondence should be addressed c/o Union Bank, Vancouver.
B. S. Webb, Buenos Aires.. . . .	Now in Canada.
G. B. Johnson, Rio de Janeiro.. . . .	" "
D. H. Ross, Melbourne.. . . .	" "
J. E. Ray, Manchester.. . . .	" "
W. J. Egan, Cape Town.. . . .	" "
W. A. Beddoe, Auckland.. . . .	" "
Harrison Watson, London.. . . .	Will arrive in Ottawa about September 15.
H. R. Poussette.. . . .	Has returned from Overseas and is now in Ottawa.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

REPORT ON FINANCIAL CONDITIONS IN SIBERIA.

By A. D. BRAITHWAITE, *Financial Expert of the Canadian Economic Commission (Siberia).*

Vladivostok, April 12, 1919.—At the time of writing this report there is complete disruption of trade throughout Siberia, owing very largely to the disorganization of the railway system, caused partly by military requirements for transport of troops and supplies, partly by the vast number of passenger and freight cars requisitioned as dwelling places for Russian and Allied officers and for Government officials and refugees.

This requisitioning not only withdraws that amount of rolling stock from the active operations of the railway, but fills up the sidings at all the principal stations, making it a very difficult matter to operate the road, even to the limited extent which is now being done.

It would appear an almost hopeless task to attempt to intelligently discuss the financial side of the present or future trade requirements of Siberia. However, I will endeavour to place before you a few of the outstanding features as they present themselves to me as a result of my own personal observations and the knowledge acquired through the interviews I have had.

While the temporary Siberian (Kolchak) Government claim to have some gold, to which I will refer later, there is no gold standard on which to base the issues of currency. There is no constitutional government whose pledges of revenues from the various sources such as customs, inland revenue, railways, telegraphs, postal or taxes of any kind could be accepted as a security or basis for such issues, nor could concessions of lands, forests, mines, etc., be taken with any degree of safety.

At the time of the revolution the Kerensky Government, being faced with heavy expenditures, adopted the simple expedient of operating a printing press and turning

out currency by the millions. Following the fall of the Kerensky Government the plates were seized and the operations of the printing press continued by the Bolsheviks.

There are also large issues of the old Romanoff currency outstanding—that is, issues made by the Imperial Government before the revolution. None of these issues have any security in the way of gold reserves behind them, although it is well known that before the declaration of war Russian currency issues were amply secured by gold reserves, but as the notes now printed and being printed have no dates, series or numbers, it is impossible to say whether the notes were issued before or after the Bolshevik revolution, and it is difficult to even roughly estimate the amount of such issues.

I am told each army has its own printing press. If regulations were ever made regarding the issues of currency, they are now entirely disregarded.

The Siberian (Kolchak) Government are also making issues to provide for their regular or usual requirements and for military purposes, and there are several municipal and local issues in various districts. Coupons of Government bonds and stamps pass freely from hand to hand in lieu of small currency.

CURRENCY OUTSTANDING.

In an interview at Omsk on March 28, Mr. Michayloff, Minister of Finance in the Siberian Government, gave me the following estimate of currency outstanding. He stated there are now outstanding, according to figures furnished the Government—

- (1) Of the Romanoff and large Kerensky issues—35 milliards of roubles.
- (2) Of the Kerensky issues of 40 and 20 rouble notes—70 milliards.
- (3) Of the Imperial, Kerensky, and Bolshevik bonds and Treasury bills—20 milliards.
- (4) Of the Siberian (Kolchak) Government issues and Treasury bills—1½ milliards.

A total of 126½ milliards of roubles.

This is exclusive of local and municipal issues estimated at 200 millions.

GOLD AND SILVER RESERVES.

Mr. Michayloff also stated that the Government has reserves amounting to 8 milliards, consisting of gold, platinum and silver, valued at the current rate of exchange.

This is practically substantiated by Mr. Nicolsky, director for Department of Ministry of Finance in the State Bank, Vladivostok, who states that the State Bank holds for the Government 700 million roubles in gold bars and coin taken from the Bolsheviks at Kagan, and 25,000 poods of silver, say 900,000 pounds, and some platinum.

COUNTERFEIT MONEY IN CIRCULATION.

There is a very large amount of counterfeit money in circulation, chiefly of the Kerensky issues of 40's and 20's.

At a meeting held in Omsk by representatives of the Government, the banks, the stock exchange and industrial companies, it was proposed that the Kerensky issues of 40's and 20's should be withdrawn from circulation under the following conditions. If presented for exchange within six months half of the value to be exchanged for Siberian notes and half converted into 20-year bonds; a certain amount of the bonds to be drawn for and cancelled each year, commencing July 1, 1920.

CURRENCY DEPRECIATING IN VALUE.

The value of the rouble has been rapidly decreasing. Whereas on my arrival at the end of February the rouble was roughly calculated at 10 to the dollar, to-day's quotation (April 12) is 18.50, and it is impossible to buy exchange on foreign countries at any rate.

Under such conditions as now exist, owing to the lack of railway transport, there are practically no exports and no means of creating foreign balances against which bills of exchange can be sold to pay for imports or to in any way help to stabilize the value of the rouble, so that should the Canadian manufacturer wish to sell goods in Siberia, he could only receive in payment a currency which is rapidly depreciating in local value and is of no purchasing value outside of the country of issue, and in exchange for which he could not receive funds available in any market in the world, except perhaps to a limited extent in Japan and China; in fact I understand that the importation of the rouble is forbidden into England, France, the United States and Canada.

The Government sources of revenue are not in any degree sufficient to meet ordinary expenditure, and great difficulties are experienced in the collection of taxes.

In fact to sum the question up, owing to the lack of railway transport, the stoppage of exports, the consequent inability to purchase exchange, the rapid and continuous fall in the price of the rouble, the difficulties confronting the Government in handling the Bolshevik insurrection, the prisoners of war and the refugees from all parts of Russia, the question of placing the finances of the country on a firm and stable footing seems quite hopeless.

TO PREVENT DOMINANCE OF GERMANY.

It appears to me that the first step must be for the allies to acknowledge and support the Siberian (Kolchak) Government, if the various powers interested feel that their interests and investments are of sufficient importance to justify such action. Should the Allies not take the steps necessary to that end, Siberia politically, financially and commercially must fall under the dominance of Germany, China and Japan, and in time it would naturally follow that European or older Russia would come under the same influence.

The second step I would advise would be to create Siberia into a separate province, drawing the boundary line at the Ural mountains. It would not, I gather, be a very difficult task to restore law and order in Siberia, as apart from the western part of Russia. Then, if thought advisable, the parts could again come together, making a united Russia.

The only reason I have touched on the political side of the question is because, following recognition, it would be necessary for the Allies to make loans to the recognized Siberian Government, and with a stable Government properly supported by the Allies, such loans could be adequately secured.

AN ALLIED ADVISORY FINANCIAL COUNCIL.

The third step would be to create an Allied advisory financial council, who would be in full control of all finances in Siberia, and in this connection I would advise the establishment of a Siberian State Bank, apart from the State Bank of Russia, with an authorized capital, supplied partly if possible by the people of Siberia and partly by the Allies, of £10,000,000, of which £2,500,000 should be paid up and a further £2,500,000 subscribed before the bank opens for business. The shares should carry a double liability and the bank should have no powers to lend on real estate. The Government should give the bank all its reserves and should deposit with it all its revenues.

The bank should be the only bank authorized to make issues of notes in Siberia. Such issues would be secured:—

- (1) By the Government reserves.
- (2) By the subscribed and unpaid capital.
- (3) By the double liability of the shareholders.
- (4) By all the available assets of the bank and the resources of the Government.

The amount of the circulation to be limited and determined by an Act of Government. The bank to be under Allied control and to make monthly returns of assets and liabilities, showing particularly amount of metallic reserves and circulation.

And until such time as the country has been placed on a firm, stable basis, it would be advisable that the greater part of the reserves should be deposited outside of Siberia.

It would also, I think, be desirable that a name, other than that of the rouble, should be given to the new paper money to be put into circulation.

The question of the redemption of the present issues should be decided upon by the financial council.

It is hoped that under the new Railway Commission, referred to in the report of the Sub-Committee on Transportation, transport will greatly improve and proper provision will be made for movement of merchandise.

I must add that I cannot in any way vouch for the correctness of the figures quoted.

As soon as conditions are more settled and good money can be obtained in payment for goods, I think it decidedly advisable that manufacturers should send out their own representatives with samples, who could place orders with responsible local merchants, as the demand for manufactured goods of all kinds, especially for agricultural implements suitable to Siberia, is and will continue to be of large proportions.

Report on Visit to Omsk.

Feeling that I could not acquire sufficient knowledge of the subject by remaining in Vladivostok, I decided, with the full approval of the commission, that I would visit Omsk, the seat of the Siberian (Kolchak) Government, and I accordingly left by express train for that city on March 16, a distance of some 3,566 miles, the journey taking nine days.

The first part of the trip was by the Chinese Eastern Railway, through North Manchuria, a rich fertile farming district capable of producing all kinds of grain, beans, cattle, horses, etc., the soil very similar to that of our Canadian prairies between Winnipeg and Regina.

Three hundred miles west of Vladivostok the country is largely mountainous, with fertile valleys; passing out of the province of Manchuria at the town of Manchuria, into Siberia, the same rich soil is found and the prairie land, rolling but not hilly, appears very well adapted for farming purposes. Some big rivers cross from south to north, many of which are navigable for fair sized passenger steamers for six months in the year. A little further on the country gets more wooded and gradually assumes a more broken aspect, where coal of a rather inferior quality is found.

After passing over the mountainous country, along the shores of lake Baikal, another stretch of prairie land is found, well suited for farming and grazing, but very sparsely settled. Leaving Irkutsk more settlements and fences are seen, and as Krasnoyarsk is approached, considerable timber is seen and some lumbering is carried on, changing again into a prairie country suitable for farming and live stock.

From all accounts gold, platinum, silver, copper, iron and coal have been discovered in several localities all through Siberia, and have been developed to quite an extent in some places.

Siberia has a population of about thirteen millions and has practically no manufacturing—the bulk of the population being west of Irkutsk, some 2,000 miles west of Vladivostok.

I have thought it well to touch upon these matters, as indicating the great inherent wealth of Siberia and the purchasing power for manufactured goods of all kinds.

During my stay in Omsk, I had the honour of interviews with Admiral Kolchak, Mr. Michayloff, Minister of Finance, and Mr. Shishkin, Minister of Trade and Commerce, and several leading bankers and merchants. Incidentally I slept in a pullman car and messed with the Canadians at their barracks.

Staying off at Harbin on my way back to Vladivostok, I had a very interesting interview with Mr. Vodiansky, president of the Chamber of Commerce, and also with the managers of the Russo-Asiatic Bank and Hong Kong and Shanghai Bank.

Siberia is three times as large as European Russia. The people, it is claimed, are more intelligent than European Russians. It has 6,000 miles of coast line on the Pacific. Produces wheat, rye, barley, oats, flax, cattle, sheep, timber, fish, butter, hides, furs, lead, zinc, copper, coal and gold.

The trade was controlled almost wholly by Germany before the war. There is plenty of Chinese labour. Sanitary measures are practically unknown, for instance, Vladivostok with a population of 120,000 has electric light and short street railway, but no waterworks or sewage of any kind.

Trading is very largely in the hands of the co-operative societies, but as they have made large advances on merchandise, which they have been unable to export, they find themselves at present short of working capital.

LACK OF TRANSPORTATION FACILITIES IN SIBERIA.

The following report of the Sub-Committee on Transportation of the Canadian Economic Commission (Siberia) was mailed to the Department of Trade and Commerce before the commission left Siberia, but it appears to have been lost in the mails as it was not received until a copy was handed to the department after the return of the commission to Canada:—

The sub-committee to whom was delegated the duty of reporting on the subject of transportation, beg to submit the following report for consideration of the commission:—

Our investigation of this important matter leads to the conclusion that the whole success of activities in Siberia, both military and economic, is centred in an improvement of the present means of transportation.

The transportation problem naturally divides itself into two divisions: the movement of goods from overseas to this port (Vladivostok), and the subsequent distribution of these goods to points in the interior. Dealing with the question in the order mentioned, it may first be pointed out that there is little use in endeavouring to encourage or increase the overseas shipment of goods or to increase the movement of the number of ships to this port, until something can be done to relieve the bad congestion of goods already delivered at this port.

At the present time this congestion is so marked that ships arriving, in many instances, cannot find any place to discharge; the available warehouses are all filled to overflowing, and all vacant spaces adjacent to docks and water-front railway track-age piled with goods, protected from the weather only by temporary covering. Serious delays in the sailing of local coasting and mail ships have resulted from the inability of these ships, on their inward voyage, to discharge their cargo, and this situation will become more acute unless some improvement can be made in the movement of goods to interior points by the railway line.

Under existing conditions it would seem to your sub-committee that the commission would not be justified in taking steps to encourage further shipment of Canadian goods for distribution in Siberia until the conditions as outlined above are very much improved.

We are of opinion that when conditions in the harbour improve and those in the interior become normal there will be an active market for many lines of Canadian goods, and when that time comes it will be necessary that a direct line of ships, both passenger and freight, be provided from Vancouver to this port and provisions made through frequent sailings for prompt business intercourse between Siberia and Canada.

The matter of the improvement of transportation facilities by existing railway lines in Siberia is a many-sided problem. At present the main line via Chinese Eastern across Manchuria, and the Trans-Siberian from Cheta to Omsk, is so con-

gested that it is impossible to get traffic moved in any quantity or with any regularity. The recent report is that the military passenger trains now take three weeks to reach Omsk (a distance of 3,506 miles) and the conditions regarding the movement of ordinary merchandise will be understood from the statement that between September 1 and November 24 an average of sixteen cars a day of private goods were despatched west from Vladivostok. From November 24 to January 13 no cars were sent forward, and an agreement was then reached that fourteen cars a day were to go forward, but up to January 25 not more than two cars a day were despatched. This congested condition and delay in sending forward the goods so urgently needed, and which are congesting all terminal storage facilities, still continues with no immediate prospect of any betterment of conditions.

CAUSE OF THE CONGESTION.

This somewhat desperate condition of affairs is due to many causes. During the war period the roadbed and equipment were worked to the limit in transporting troops and war material, and rolling stock deteriorated rapidly owing to overwork and need of repairs. Following the revolution conditions became rapidly worse, until to-day the line can hardly be designated as a workable railway system. At the present time it is estimated that 30,000 cars of all kinds are occupied as living quarters all along the line of refugees. All the station buildings are similarly occupied, and the main terminal at this point is so congested with passenger and official trains, which are permanently used as living quarters, that it is impossible to carry on terminal work promptly.

The Amur line from this point via Khabarovsk and the Amur river to its junction with the main line at Chita is, it is understood, in the same congested condition as the main line, and in addition the roadbed of the Amur line is in very poor shape and a considerable section of the line west of Khabarovsk is in such shape that trains cannot be operated.

It is also understood that the motive power on the whole railway system is in very poor shape and badly in need of repairs, and that the facilities and material for making needed repairs are very limited.

There is a further difficulty, it is understood, resulting from delay in payment of railway operatives' salaries with the consequent and inevitable low morale in the operating staff.

THE INTER-ALLIED TRANSPORTATION COMMITTEE.

To overcome these many difficulties an agreement has been entered into by the Allied Governments the provisions of which are as follows:—

(1) General supervision of railways in the zone in which Allied forces are now operating shall be exercised by special Inter-Allied Committee, which shall consist of representatives from each Allied power having military forces in Siberia, including Russia, and the chairman of which shall be Russian.

The following boards shall be created to be placed under the control of the Inter-Allied Committee:—

(a) Technical board consisting of railway experts of the nations having military forces in Siberia for the purpose of administering technical and economic management of all railways in that zone.

(b) Allied military transportation board for the purpose of co-ordinating military transportation under instructions of proper military authorities.

(2) Protection of railways shall be placed under Allied military forces. At the head of each railway shall remain the Russian manager or director with powers conferred by existing Russian law.

(3) Technical board shall elect a president to whom shall be intrusted technical operation of railways. In the matter of such technical operation the president may issue instructions to Russian officials mentioned in preceding clause. He may appoint

assistants and inspectors in the service of the board chosen from among nationals of the powers having military forces in Siberia to be attached to the central office of the board, and to define their duties. He may assign, if necessary, various railway experts to the more important stations.

The interests of the respective Allied powers in charge of military protection shall be taken into due consideration.

He shall distribute work amongst clerical staff of the board whom he may appoint at his discretion.

(4) The clerical staff of the Inter-Allied Committee shall be appointed by the chairman of the committee, who shall have the right to distribute work amongst such employees as well as of dismissal of them.

(5) The present arrangements shall cease to be operative upon the withdrawal of the foreign military forces from Siberia and all foreign railway experts appointed under this arrangement shall be then recalled forthwith.

A careful consideration of the agreement quoted leads your committee to the conclusion that the organization created thereby will not be able to solve the present problem of the rehabilitation and operation of the railway system. It is to be hoped and expected that some improvement in the present chaotic conditions will be accomplished; but the operating and control machinery created by the agreement, subject as it is to Russian control, is too cumbersome and the opportunities for disputes and delays too many to hope for anything like prompt and efficient rehabilitation and operation of the railway system.

A SUMMARY OF THE SITUATION.

Summarizing our information and ideas we submit the following:

(a) There is no justification at the present time for the encouragement of a direct steamship line from Canada to this port, and until such time as the present congested conditions of the port is relieved by shipment to the interior or to export ports of the vast quantities of goods waiting movement, the commission should not encourage the importation from Canada of any goods other than those most urgently needed and for which there is some reasonable assurance of preferential treatment in their reshipment to interior distributing points.

(b) That the whole solution of the economic problem in Siberia is dependent upon an early rehabilitation of the railway system and its operation thereafter in accordance with modern railway methods. We realize that it will take time and the expenditure of a large sum of money to accomplish this desired end, but the problem is not impossible of rapid solution if the proper organization were provided to undertake it. We feel, however, as already stated, that this end will not be reached under the organization created by the agreement above quoted, and venture the opinion that until such time as the railway system is taken possession of by the Allied forces, the right of way and stations cleared of refugees, the whole system properly policed and then turned over to one supreme and properly qualified railway organization to repair, equip and operate, the chances for immediate improvement in existing conditions are not very bright.

(c) Your committee recommends that these facts be submitted to the Canadian Government, and steps taken at once to convey through the proper channels the information to Canadian manufacturers relative to the un wisdom of shipping goods to this port until they are advised of a marked improvement both in the port and in the operation of the railway system.

Statement Regarding the Amur River Route.

Eastern and Northeastern Siberia is a vast undeveloped country rich in fish, fur, timber and minerals. It is for the most part a trackless wilderness of forest and mountain and is thickly settled only in the fertile valleys of the Amur and its tribu-

taries, where are situated the big towns of Stretensk, Blagovestchensk, Habarovsk * and Nikolaievsk.

The Amur is navigable for upwards of 2,000 miles from Stretensk to the sea and tributary thereto is a branching network of large rivers among which are the Shilka, Argun, Sungari, Ussuri, Zeya, Boureya and Amgun. All are wide, sluggish and navigable for many miles.

During recent years a profitable system of inland transportation has been developed on these waters. In 1916 nearly one million tons of freight were shipped through Stretensk, and there is no doubt that with the resumption of normal times this figure will be greatly increased.

There are at present on the Amur River system about 700 craft of various types and sizes of which 255 are self-propelled. Of these 52 steamers and 75 barges, including the majority of the best boats, are controlled by the Amur River Steamship Co. This company up to the present has been the only strong organization on the river, the majority of the remaining boats being privately owned. It is now, however, in financial difficulties as all its available cash was confiscated by the Bolsheviks and the local banks are not able to come to its assistance. In view of the present chaotic condition of affairs in the country it would seem that the system can only be operated successfully by a foreign company. A private system of credit would have to be arranged and the management would have to be from outside in order to avoid local intimidation and robbery by temporary governments.

Were this route available ocean-going steamers might discharge their cargoes at Nikolaievsk for transference by water as far as Chita but the same conclusions as those relating to the railway system must inevitably be reached, namely that until order is restored the Commission cannot see its way to recommend the movement of Canadian goods via the port of Nikolaievsk.

THE RESOURCES OF LETTLAND.

(Economic Supplement, Review of the Foreign Press.)

About 2,600,000 Letts who inhabit the district round Riga, Kurland, South Livonia and part of West Russia, occupying a total area of 24,000 square miles, claim a separate Government. Riga itself is chiefly inhabited by Germans, but 80.3 per cent of the population in the country districts are Letts.

There are three excellent harbours, Riga, Windau, and Libau, with considerable shipping. The exports are corn, petroleum, flax, hemp, lumber and bristles, and the imports herrings, machinery, and manure. Flax and lumber were exported in 1912 to the extent of 200,000 t. and 1,500,000 t. respectively, Great Britain taking goods to the value of £8,000,000. The imports from Great Britain amounted to £7,170,000. The industry is considerable, there being large linen factories and sawmills using imported coal, although considerable water-power could be obtained by harnessing the falls on the River Dvina. There are 124 hardware factories employing 21,000 workmen, which produce goods valued at £4,450,000. The trade with Great Britain is about 40 per cent of the total exports and imports, and is likely to increase on account of political opposition to Russia and Germany.

* The illustration on the title page of this issue of the *Weekly Bulletin* gives a view of Habarovsk, the chief administrative centre of the Russian Far East, which is situated at the junction of the Amur and Ussuri rivers. (Population, 65,000.)

TRADE NOTES FROM NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, June 3, 1919.—The total imports into New Zealand for the years ended March 31, 1919, 1918, 1917, and 1916, are interesting, in so far as they indicate the total increase of over 5½ million sterling since 1915-16. This is the highest total on record.

TOTAL APART FROM SPECIE.

1918-19..	£26,297,976 = \$131,489,880
1917-18..	20,801,785 = 104,008,925
1916-17..	25,425,718 = 127,128,590
1915-16..	21,308,431 = 106,542,155

Monetary Prospect Bright.

The money market remains firm. The exports for the first four months total £19,051,544, and the imports £10,545,883. It is understood that both these figures constitute records for the four-monthly period.

In addition to these exports there is in store awaiting shipment some 6½ million carcasses of meat, 110,000 boxes butter, 472,000 crates cheese, and 450,000 bales of wool, valued roughly at about £22,000,000, all of which has either been paid for or liberally advanced against by the Imperial Government.

The payment may safely be put down at 18 or 19 millions, which shows whence a very large part of the present plentiful supply of funds is derived.

As long as the Imperial Government continues to take the principal products at the liberal prices they are paying there need be no fear of shortage of funds in New Zealand, but an increased number of vessels to remove all this produce is urgently needed. Mortgage money is freely offering at about 6 per cent, and the value of money appears likely to remain fairly steady.

Imports into New Zealand.

Following are the values of the imports into New Zealand and of some of the more important articles during the quarter ended March 31, 1918 and 1919:—

Soft Goods—	1919.	1918.
Apparel..	£ 444,617	£ 249,138
Boots and shoes..	126,511	112,736
Carpet and oilcloth..	53,764	35,000
Drapery, n.o.e..	81,774	40,385
Hats and caps..	60,754	33,073
Hosiery..	160,613	64,115
Millinery..	37,742	28,157
Canvas piece-goods..	45,440	22,300
Cotton piece-goods..	1,058,202	358,078
Linen piece-goods..	21,871	8,732
Silk piece-goods..	196,933	101,323
Woollen piece-goods..	151,956	106,917
Hardware—		
Cement..	197	152
Hardware..	73,858	54,690
Iron—		
Bar, bolt, rod..	12,562	27,690
Corrugated sheet..	28,512	31,404
Fencing wire..	39,260	26,810
Barbed wire..	6,529	16,301
Pig and scrap..	5,886	9,166
Pipes and fittings..	74,381	46,722
Lead..	6,002	6,976

Imports into New Zealand—*Concluded.*

	1919.	1918.
Machinery—		
Dairy..	41,596	19,105
Agricultural..	42,282	21,185
Electric..	131,832	118,264
Engines, gas, etc..	19,178	12,885
Mining..	5,298	2,621
Sewing..	15,193	20,821
Nails..	35,047	20,614
Railway and tram plant..	19,270	10,775
Tin sheet and block..	123,073	47,960
Tools..	45,286	26,352
Foodstuffs—		
Confectionery..	16,746	8,917
Fish, preserved..	52,736	57,260
Fruit—		
Dried..	20,485	66,790
Fresh..	30,133	35,729
Flour..	174	34,846
Grain, unprepared..	153,268	201,852
Jams, jellies, etc..	2,445	4,613
Milk, preserved..	3,525	10,096
Onions..	1,915	1,818
Pickles and sauces..	3,695	2,320
Rice..	14,635	31,553
Salt..	44,559	50,462
Sugar..	287,112	150,394
Beverages—		
Ale and stout..	1,296	6,005
Spirits—		
Whisky..	158,209	229,602
Other..	30,449	46,782
Wine	15,154	20,202
Cocoa, coffee, etc..	21,790	12,135
Tea..	79,467	118,718
Miscellaneous—		
Bicycles (including motor)	14,517	28,911
Books, papers, music..	81,693	69,158
Candles..	5,137	7,109
Carbide of calcium..	7,654	17,398
Coal..	50,823	41,674
Cordage and twine..	58,095	25,917
Cornsacks, woolpacks..	65,447	115,869
China and earthenware..	24,280	19,582
Glass and glassware..	48,167	33,503
Furniture..	9,324	5,870
Greases..	6,779	3,920
Indian-rubber goods (not including tires)..	11,280	19,138
Leather	54,619	78,523
Leather manufactures..	23,360	16,726
Manures..	42,233	91,461
Matches and vestas..	8,556	17,558
Motor vehicles..	167,640	160,854
Oils—		
Benzine, etc..	237,502	98,751
Kerosene..	26,998	39,956
Castor..	444	4,275
Linseed..	13,444	22,510
Turpentine..	3,607	6,071
Other (specified)..	47,872	38,278
Paints, colours, varnish..	55,583	61,347
Paper—		
Printing..	71,883	76,174
Other..	96,488	32,950
Pianos	7,278	16,601
Seeds, grass, clover..	26,537	57,920
Stationery..	64,132	36,434
Tobacco..	171,602	67,645
Cigarettes..	202,067	81,323
Cigars and snuff..	3,786	3,599
Timber, hewn and sawn..	29,736	34,160
Specie..	57,093	20,000
Total, all goods..	£8,300,730	£6,097,426

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregates of the different divisions of imports for the March quarter of 1919 and 1918:—

	1919.	1918.
Soft goods..	£2,440,177	£1,159,945
Hardware..	725,242	520,493
Foodstuffs..	631,796	656,650
Beverages..	306,365	433,444
Miscellaneous..	1,738,613	1,431,165
Other goods..	2,401,444	1,875,720
Total goods..	£8,243,637	£6,077,426
Specie..	57,093	20,000
Grand total..	£8,300,730	£6,097,426

The 1919 figures do not include any gold.

LARGE INCREASE LAST QUARTER.

The latest quarter's figures show an increase of over two millions sterling on any of the previous three corresponding quarters, which is roughly a third increase. Foodstuffs and beverages are the only divisions not sharing in the increase over 1918, but both lines are heavier than in 1917 or 1916.

SOFT GOODS IN DEMAND.

The total of the soft goods section is nearly double the average of the three previous quarters under review. Every line shows increase over 1918, and only two lines are less than in 1917. The largest increases are cotton piece-goods £700,000, apparel £195,000, silks £95,000, and hosiery £96,000. According to the above figures the soft goods is easily the largest section of import trade.

HARDWARE INCREASES.

The hardware division shows an increase at last after showing steady decline for a long time. The latest quarter is about 23 per cent above the average of the three previous ones. Compared with 1918 there is an increase of £205,000, or 40 per cent. The heaviest increases are in tin £76,000, iron pipes £28,000, dairying and agricultural machinery together £43,000, hardware and tools each £19,000, and nails £15,000. Bar iron shows heavy decrease, and five other lines small decreases.

FOODSTUFFS HIGH TOTAL.

Foodstuffs show a much heavier total in the last two years than in the two previous ones. This is largely due to the necessity of importing a large quantity of grain and (or) flour, also the other big item in this section, sugar, shows a very heavy increase this year. Most of the other lines show decrease.

BEVERAGES DROP BACK.

Beverages have dropped back from the heavy total of 1918, but are still ahead of 1917 and 1916, and the fluctuations on the different lines are mostly the same as in the total. Whisky accounts for half the total and tea for a quarter. The separate figures for cocoa, etc., are cocoa and drinking chocolate 212,855 pounds, £20,026; and coffee and chicory 59,999 pounds, £1,764.

PRICES STEADILY RISING.

Prices have been steadily rising for the last four years, consequently the increase in the value of imports does not necessarily indicate increased consumption. In many cases there is an increase in value, but a decline in quantity; but as quantities are only given for comparatively few of the items it is impossible to gain any real indication of how much of the increase is due to higher prices. Below will be found the quantities of the main lines that are available and a comparison of these with the values is of interest.

Iron—	1919.	1918.	1917.
Bar, bolt, rod.tons.	505	1,336	2,548
Corrugated sheet.cwt.	11,953	16,958	4,218
Fencing wire.tons.	1,213	1,079	690
Barbed wire."	212	622	325
Pig and scrap."	622	759	4,255
Pipes and fittings."	2,219	1,289	1,793
Wire nails.cwt.	14,396	13,332	14,508
Fish, preserved.lb.	1,220,695	1,363,733	1,036,898
Rice.cwt.	15,973	43,577	25,890
Ale and stout.gal.	3,155	17,575	38,592
Whisky."	144,616	278,588	161,384
Tea.lb.	1,965,394	2,778,442	2,003,202
Candles."	153,866	235,394	141,823
Matches.gross.	35,281	73,311	94,277
Carbide of calcium.tons.	274	351	204
Motor vehicles.No.	1,045	1,171	1,115
Benzine, etc.gal.	2,917,397	1,289,313	1,824,437
Kerosene."	683,319	907,599	2,212,747
Linseed oil."	33,470	63,746	59,565
Turpentine."	20,374	38,232	39,095
Leather.lb.	166,624	159,731	236,975
Printing paper.cwt.	43,571	56,460	83,468
Pianos.No.	155	454	575
Tobacco.lb.	819,154	458,007	622,742
Cigarettes."	444,762	233,741	123,694

Imports into New Zealand from Canada during the Fiscal Year ended March 31, 1919.

The following shows the total value of imports into New Zealand from Canada during the fiscal year ended March 31, 1919, together with articles affected by, and value of, the Canadian preference:—

Article.	Value.	Canadian Preference.
I. Foodstuffs of Animal Origin—		
Fish—		
Preserved in tins or other air-tight vessel.	£102,545	1d. per lb.
Sausage casings and skins.	1,433	—
Provisions, n.o.e..	902	10%
II. Foodstuffs of Vegetable Origin—		
Confectionery—		
Chocolate in fancy packages.	1,492	4%
“ plain trade packages.	527	3d. per lb.
Caramel.	20	—
Confectionery, unenumerated.	4	—
Fruits—		
Bottled or preserved in juice or syrup.	526	12½%
Fresh apples.	4,985	—
Grain and pulse, unprepared—beans and peas	70	—
Jams, jellies, and preserves (including marmalade and preserved ginger).	18	3d. per lb.
Oilmen's stores, etc.	1,551	—
Vegetables—		
Onions.	883	—
Dried and preserved.	519	10%
III. Beverages (non-alcoholic) and Substances used in making same—		
Cocoa and chocolate.	1,976	3d. per lb.
Lime juice and other juices, sweetened.	126	10%
Unenumerated non-alcoholic beverages.	18	—

Imports into New Zealand from Canada, etc.—*Continued.*

Article.	Value.	Canadian Preference.
IV. Spirits and Alcoholic Liquors—		
Whisky..	76,013	—
Gin, Geneva and Schnapps, unsweetened.. . . .	302	—
Rum..	3	—
V. Tobacco and Preparations thereof—		
Cigars..	59	—
Cigarettes..	3	—
Tobacco, manufactured, cut..	2	—
“ “ plug..	21	—
VI. Live Animals—		
Poultry..	5	—
VII. Animal Substances (mainly unmanufactured), not being Foodstuffs—		
Wool, greasy..	90	—
Glue and size..	6	$\frac{1}{2}$ od. per lb.
VIII. Vegetable Substances and Non-manufactured Fibres—		
Cork, cut and plain stoppers for bottles.. . . .	9,945	10%
Fibres—engineers' cotton waste..	5,463	—
Rosin..	121	—
Seeds, grass and clover..	9,030	—
“ other..	1,033	—
Woodpulp..	4,406	—
IX. (a) Apparel—		
Apparel and readymade clothing..	31,021	12 $\frac{1}{2}$ %
“ made to order..	4	20%
Boots and shoes—		
Children's (Nos. 0-6)..	57	10%
Cork and sock soles moulded, rubber shoe and slipper soles..	84	10%
Goloshes and overshoes of rubber, felt shoes, tennis shoes, etc..	13,406	18 $\frac{1}{2}$ %
Grindery, n.o.e..	4,536	—
Gum boots..	10,975	—
Other boots and shoes..	63	7 $\frac{1}{2}$ %
Corsets..	19,590	12 $\frac{1}{2}$ %
Furs and fur trimmings..	46	12 $\frac{1}{2}$ %
Gloves, n.o.e..	98	12 $\frac{1}{2}$ %
Haberdashery—buttons, tapes, pins, wadding and needles..	6,787	—
Hats and caps..	464	12 $\frac{1}{2}$ %
Hosiery..	7,836	12 $\frac{1}{2}$ %
Millinery, n.o.e..	14	12 $\frac{1}{2}$ %
Lace and laces, n.o.e..	2	10%
Tailors' trimmings..	416	—
Minor articles, n.o.e., for making of apparel, boots, shoes, hats, caps, etc..	2	—
IX. (b) Textiles—		
Articles, n.o.e., partly or wholly made up from textiles, etc..	15	10%
Drapery, n.o.e..	55	10%
Carpets, druggets, druggetting, floorcloth, carpeting, etc., n.o.e..	55	—
Matting, n.o.e., and mats..	235	—
Oilcloths, dado, cloths, linoleum, and plain and fancy stair oil baize..	340	—
Piece-goods—		
Leather cloth..	105	—
Candlewick..	22	—
Cotton, n.o.e..	5,628	—
Other silks, satins, velvets, etc..	25	10%
Woollen, n.o.e., of pure or mixed wool.. . . .	376	10%
Piece-goods, n.o.e..	4,952	10%
Rugs, other..	68	—
Sewing, crewel, knitting, and embroidery silks, etc..	1,217	—
IX. (c) Manufactured Fibres—		
Cordage and rope, n.o.e..	175	10%
Turne, other..	6	—

Imports into New Zealand from Canada, etc.—*Continued.*

Article.	Value.	Canadian Preference.
X. Oils, Fats and Waxes—		
Greases, axle greases and other solid lubricants.. . .	76	10%
Oils not essential in bulk—		
Mineral, lubricating..	138	1½d. per gr.
Vegetable, linseed..	2,334	—
Codliver in bulk and bottled..	204	—
Olive, in vessels than one gallon..	132	—
Olive in bulk..	136	—
N.o.e..	1	—
Waxes, beeswax..	320	—
XI. Paints and Varnishes—		
Paints and colours—		
Driers, liquid, n.o.e..	12	—
Ground in oil or turpentine..	8,879	6d. per cwt.
Mixed, read for use—other..	6,230	1d. ‘
Unenumerated, including dry colours, n.o.e.. . .	451	—
Putty..	394	6d. per cwt.
Varnishes, lacquers, and gold size..	815	4½d. per gal.
XII. Stones and Minerals used Industrially—		
Stone (including marble and slate)—		
Mill grind, oil and whetstones..	75	—
XIV. (a) Metal Unmanufactured and partly Manufactured and Ores—		
Iron and steel—		
Bar, bolt, rod..	3,059	20%
N.o.e..	6	—
XIV. (b) Metal Manufactures, other than Machinery and Machines—		
Bolts and nuts..	782	—
Brass, pipes and tubes, plain..	36	—
Plate and sheet, plain..	109	—
Chain and chain cables..	333	10%
Cutlery, including table forks and spoons.. . . .	17	10%
Copper, tubes and pipes, plain..	157	—
Fencing staples..	5,329	—
Hardware, etc., n.o.e..	10,819	10%
Iron and steel—		
Angle and tee..	317	20%
Plate and sheet, plain black..	959	—
Plain galvanized..	4,319	3½d. per cwt.
Tubes, pipes and fittings—		
Cast—9-inch and under internal diameter.. . .	780	20%
6-inch and under internal diameter..	9,534	20%
Wrought—over 6-inch internal diameter.. . . .	584	10%
6-inch and under internal diameter..	45,926	20%
Iron and steel, n.o.e., including shafting, plain.. .	2,707	20%
Lamps (not electric) other..	885	10%
Gas mantels..	49	10%
Meters—recording and testing instruments and testing meters..	51	—
Nails—		
Horseshoe..	11,462	1s. per cwt.
Copper..	22	—
1-inch and under including tacks..	515	—
Roofing, lead headed..	45	—
Other, including dog spikes..	15,515	1s. per cwt.
Plate and plated ware..	111	10%
Rivets and washers..	211	—
Tinware—		
Tinsmiths' furniture and fittings..	1	—
Other..	466	12½%
Other (25 per cent ad valorem)..	3	—
Tools and implements (not being machines)—		
Axes and hatchets..	640	—
Spades, shovels, and forks..	413	—
Beekeepers' tools, implements and apparatus.. .	6	—
Other..	2,033	—
Wire—		
Bare copper..	19	—
Fencing, plain..	21,278	—
Iron wire, n.o.e..	2,056	—
Other, plain—metal cordage, not silver, gold or iron.	3,269	20%
Metal manufactures, other (free)..	330	—
“ “ “ (20 per cent)..	4,017	10%

Imports into New Zealand from Canada, etc.—*Continued.*

Article.	Value.	Canadian Preference.
XV. Machinery and Machines—		
Agricultural implements—		
Mowers, horse..	3,525	—
Cultivators, spring tine..	2,109	—
Cutters, chaff, turnip, and other; oat bruisers, pulpers, and turnip slicers and strippers..	36	—
Drills and sowers..	3,607	—
Harrows—		
Disc..	1,764	—
Other..	1,026	—
Ploughs..	1,445	—
Reapers and reapers and binders..	8,803	—
Other, including materials and parts for..	8,857	—
Dairying, other..	515	10%
Mangles, clothes wringers and clothes washing machines, Electrical—	4	10%
Generators, motors and transformers..	134	10%
Insulated cable and wire..	12	—
Lamps..	195	10%
Materials, carbon in block, sheet or rod, etc..	22	—
Electrical, other..	1,204	10%
Tools—engineers', etc., machine or hand..	40	—
Typewriters..	258	—
Machinery, unenumerated (5 per cent)..	4	—
" n.o.e. (20 per cent)..	757	10%
Materials and parts of (dutiable)..	1,693	10%
" " (free)..	131	—
XVI. India-rubber and Manufactures thereof—		
Hose tubing and piping, armoured or otherwise..	4,032	20%
Other than hose and old india-rubber..	24	—
" (free), viz.—washers, rings, faces for wash-boards, etc..	140	—
N.o.e..	63	—
XVI. (b) Leather and Manufactures thereof—		
Belting other than leather and including canvas and rubber..	23	10%
Other than leather and woven..	18	10%
Belting, leather..	187	—
Leather—		
Calfskins, whole..	1,048	—
Hide leathers, dressed..	865	—
Japanned and enamelled..	9,759	—
Sole, pump and skirt..	10,155	—
Leather cut into shapes and leather leggings..	6	—
Portmanteaux and travelling bags—Leather and leather cloth, brief and travelling bags 10 inches and upward in length..	2	12½%
Leather bags under 10 inches in length, n.o.e..	1	—
XVII. (a) Timbers—		
Laths..	427	—
Sawn, n.o.e., rough—other..	10	—
XVII. (b) Wood, Cane and Wicker Manufactures—		
Basketware and wickerware..	3	10%
Carriage materials—		
Shafts, spokes, etc., rough..	452	—
Shafts, spokes, etc., dressed..	145	—
Carriage wheels..	236	10%
Handles for tools..	30	—
Other..	1,547	10%
Doors and sashes..	399	10%
Furniture, etc., n.o.e..	880	12½%
Woodenware and turnery, n.o.e..	6,129	10%
XVIII. Earthenware, China, Glass, Stoneware, Cement and Cement Materials—		
China, porcelain and parian ware..	3	—
Glass and glassware—		
Mirrors and looking glasses..	5	12½%
Plate, unenumerated, including polished and coloured glass, n.o.e..	3	—
Glassware, n.o.e..	168	10%
Plaster of Paris, gypsum, etc..	401	—

Imports into New Zealand from Canada, etc.—*Continued.*

Article.	Value.	Canadian Preference.
XIX. (a) Paper—		
Bags, n.o.e.	872	—
Butter paper, waxed paper and vegetable parchment, unprinted.	993	—
Cardboard boxes, materials for, other.	2,389	—
Paperhangings.	10,236	—
Printing paper.	185,891	20%
Wrappings, unprinted.	12,142	2s. 6d. per cwt.
Writing, not less than demy.	12,980	—
XIX. (b) Stationery—		
Books, paper, music, printed, n.o.e.	201	—
Calendars and show cards.	98	12½%
Cards, playing.	2	—
Handbills, printed, advertising matter, n.o.e., etc.	159	3d. per lb.
Manufactured stationery, n.o.e.	558	12½%
“ “ (25 per cent).	2	—
Family portraits.	11	—
Pictures, paintings, drawings, n.o.e.	12	—
Stationery, other (free).	691	—
“ n.o.e. (20 per cent ad valorem).	7,524	10%
XX. Jewellery, Timepieces and Fancy Goods—		
Fancy goods and toys.	1,616	10%
Jewellery, other than greenstone and other precious stones, unmounted.	4	10%
Jewellery, other.	259	—
Sporting, gaming and athletic requisites, n.o.e.	144	10%
Timepieces—		
Watches.	1,142	—
Parts and materials for (20 per cent).	774	10%
Tobacco pipes and cases, cigarette papers, cigar and cigarette holders and cases.	15	10%
XXI. Optical, Surgical and Scientific Instruments—		
Cinematograph, bioscope and kinoscope films.	267	—
Optical—microscopes and telescopes, also slides and lenses for.	316	—
Photographic materials and goods—cameras, including lenses.	484	10%
Sensitized surfaces and albumenized paper.	2,345	10%
Surgical and dental appliances.	103	—
Scientific, n.o.e.	10	—
XXII. (a) Drugs, Chemicals and Druggists' Wares—		
Calcium carbide.	3,073	—
Chemicals and chemical preparations.	188	10%
Dyes.	211	—
Cyanide of potassium and of sodium.	1	—
Medicinal preparations, drugs and druggists' sundries, n.o.e.	1,145	10%
Perfumery, toilet preparations.	1	—
Toilet preparations, n.o.e.	30	12½%
Soda—		
Bicarbonate and carbonate.	640	—
Caustic.	693	—
XXIII. Miscellaneous—		
Arms, ammunition and explosives—		
Cartridges—.25 calibre and under.	60	10%
Shot 10—24 bore.	4,529	1s. 3d. per 100
Firearms, other.	42	10%
Articles and materials suited only for and to be used solely in the fabrication or repair of goods within the Dominion, n.o.e.	707	—
Brushes, brushware and brooms.	526	12½%
Asbestos, other.	706	—
Educational apparatus, appliances, articles and materials, n.o.e.	1	—
Instruments, musical—		
Pianos.	818	10%
Organs and harmoniums.	102	10%
Pianolas, gramophones, etc.	856	10%
Other.	409	10%
Instruments, musical, materials and parts of—		
Action work keys and metal frames for making organs, etc., organ pipes and stop knobs.	211	—
Other.	4	—
Matches and vestas, wooden.	9	6d. per gross.

Imports into New Zealand from Canada, etc.—*Continued.*

Article.	Value.	Canadian Preference.
XXIII, Miscellaneous— <i>Con.</i>		
Packing, engine..	85	(60's)
Polishes and dressings—		
Furniture, knife and plate powder and polish.. . .	32	10%
Harness oil and composition and leather dressing.	810	10%
Soap—powder, dry, soft and liquid solutions, cleaning and washing powders, pastes, liquids, etc.. . . .	136	—
Soap, n.o.e..	941	12½%
Vehicles—		
Bicycles and materials for—		
Bicycles and tricycles..	5,106	10%
Rubber tires for..	209	—
Materials for, n.o.e..	1,494	—
Motor bicycles and tricycles—		
Materials and parts—		
Rubber tires for..	41,221	—
Motors for road traffic and materials therefor, viz., cars, busses, carriages and vehicles, motor ..	126,389	10%
Chassis for lorries, trucks, vans and busses ..	8,626	10%
Materials and parts for vehicles..	11,629	10%
Tires for..	30,970	—
Parts and materials, n.o.e., viz., axles, axle arms and axle boxes..	3,486	—
Springs, etc., for..	91	—
Other..	59	—
Parts and materials for vehicles, other (10 per cent)	11,712	10%
Miscellaneous, manufactured..	4,941	—
" unmanufactured and partly manufactured..	1	—
	£1,085,224	—

Fiscal year ended March 31, 1919.. £1,085,224 = \$5,426,120

Fiscal year ended March 31, 1918.. 878,153 = 4,390,765

Increase, fiscal year ended March 31, 1919, over 1918.. . . £207,071 = \$1,035,355

A GLASGOW PROJECT FOR TRANSPORTING LUMBER OVERSEAS IN TIMBER SHIPS.

(*British Timber Trades Journal.*)

The much discussed subject of transport of timber from abroad is now placed within the region of practical experience. The Glasgow timber trade, always to the forefront in its enterprise, gets the credit of arranging the latest idea, which it is intended shall at once take practical effect.

The firm of Geo. Cameron & Co., Ltd., Glasgow, as the result of an arrangement with Vickers, Ltd., are constructing a number of solid timber ships, incorporating in each about 2,500 standards, with suitable accommodation for crew, stores, etc., and provided with engines and other mechanical propelling powers sufficient to carry the craft from the Pacific coast of America to the United Kingdom. Messrs. Cameron have contracted with the Board of Trade Timber Supply Department to deliver to them a large quantity of timber by this method. On arrival the huge structures will be dismantled and the machinery returned direct to the western American ports, there to be re-used for another voyage.

Should the success which is confidently anticipated attend the venture, quite a new aspect will be put upon the vexed timber transport question.

NOTE.—An article on the various types of transoceanic lumber rafts appeared in *Weekly Bulletin* 803 (June 23, 1919).

PRODUCTS AND PRICES IN NEWFOUNDLAND.

TRADE COMMISSIONER W. B. NICHOLSON.

St. John's, Newfoundland, July 5, 1919.—A local trade journal states that there are only about five ordinary foreign-going vessel cargoes of old fish remaining in St. John's stores, most of which will be sent to Brazil. Oporto is overstocked this week with 60,000 quintals of Newfoundland fish. The first cargoes of new fish have been loaded for European markets, on the west coast, the opening price there being \$12.50 for large No. 1 and \$11.50 for small, but it is thought these figures may not hold for East Coast fish, and that in August the price of new fish will not exceed \$11 to \$12 a quintal.

COD OIL.

There was considerable activity in common cod oil shipments this week, when no less than 128,890 gallons were shipped to foreign markets, chiefly to Great Britain. There is said to be very little old oil on hand, and it is nearly all held by two firms, who, considering the great slump on \$400 oil when the armistice was signed, are obtaining about half this price now, while the new oil will open at about \$190 a ton.

COD LIVER OIL.

During the week just closed, 18,817 gallons of cod liver oil were shipped to foreign markets. This commodity is now scarce in the local market, and will be more so till the new oil of 1919 comes along. The price to-day is \$2.20 to \$2.25 a gallon, while during the spring the prevailing price was from \$1.70 to \$1.80, and it is likely that the new product will be around the latter figure.

FLOUR.

Importations since the beginning of the new year to date are 73,332 barrels, as compared with 73,191 in 1918. Prices are easier than formerly, and it is thought consignments arriving should retail for \$14 to \$15 a barrel. The quality is said to be better than the war standard, an improvement expected to progress gradually till all white flour can be obtained about the end of August or early in September.

PORK.

The local price of ham butt is now \$58 to \$60 a barrel, according to quantity taken in one purchase. Holders are not anxious to sell, as the latest information from Chicago indicates a rise to \$60 and \$62.50.

BEEF.

In sympathy with pork movements the price of barrelled beef also remains strong at \$45 to \$49 for popular brands. Canned beef products are also high, and it is not expected there will be a downward tendency in prices in this class of goods in 1919.

SUGAR.

The price of sugar is higher now than three months ago. Consignments from Montreal by the ss. *Cero Gardo* sell at \$10.80 to \$11, according to quantity purchased. Both the *Cero Gardo* from Montreal and the *Adolph* from New York brought large shipments, but the market being bare on their arrival there is no surplus, the standing orders on file having moved these shipments out quickly. Imports to date amount to 57,523 cwt., as against 35,360 in the same period in 1918.

HAY AND OATS.

Owing to local scarcity the price of hay ran up last week to \$75 a ton, but on the arrival of shipments from Canada the price fell to \$65. Oats sell for \$5 to \$5.50 a sack of 4 bushels, and Prince Edward Island potatoes, of which there is a good supply in this market, sell for \$6.50 a barrel.

NEWFOUNDLAND VESSEL OWNERS AND AGENTS.

A list of vessel owners and agents in Newfoundland has been compiled and sent to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (refer file No. 22317).

THE CHILIAN MINING INDUSTRY.

Contributed by George Mallett.

Valparaiso, Chile, May 25, 1919.—The outlook in the Chilean mining industry appears to be highly favourable judging from recent reports from the various centres. It is anticipated that this country will benefit very considerably from the influence of the newly-formed British Metals Corporation, the Société Minéraux et Métaux in France, and similar institutions being formed in Belgium, Italy, and the United States.

Buyers with capital and transport facilities are all that is required to make the wheels of industry go humming at top speed. Producers are preparing to meet the demand and labour is plentiful. The Chile Exploration Company are reported to be trebling their capital of a hundred million dollars at the Chuquicamata Copper Mines, which at present employ five thousand men in turning out 55,000 tons of pure copper annually.

The Braden Copper Company are said to be increasing their working capital and preparing generally for a considerable increase in output.

The Andes Copper Company, at Dotrerillos, are again continuing their general scheme of organization, which was forcibly retarded by the war.

We learn from Copiapo that the Ore Trading Company will shortly commence purchasing operations in that city, having already secured sites for offices, and stores and yards for the reception of minerals.

The smelting works of the United Copper Mines of Corocoro, about four kilometres from Arica, are expected to be busy shortly owing to the incorporation in Paris of a copper exploiting company in connection with these mines.

The Compañía Chilena de Fundiciones in Arica have already reopened, and the furnaces, which have been extinguished for lack of coal, are once more burning briskly. Meanwhile all the stocks of tin have been cleared from the warehouses at good prices.

Coquimbo reports that the smelters of Guayacan have once more got their fires going.

From the rich mining zone of Combarbala it is reported that a party of Japanese engineers have been making very careful investigations in that neighbourhood for some little time past on behalf of the Furukawa Mining Company of Japan.

Another party of Japanese engineers, belonging to the Furukawa Company of Tokio, are making investigations of the mines of San Carlos.

The Furukawa party were also three weeks in Vallenar, and after about a month in Combarbala they propose to visit the other mining zones.

The rich mining establishments of San Fabian were recently visited by a party of North American engineers, who remained several days amongst the workings of San Fabian and El Sauce, afterwards inspecting the whole zone on behalf of the Guggenheim, Smaltney and Braden Copper Companies. The engineers are reported to have expressed considerable enthusiasm over the prospects of the territory investigated.

MINERAL DISCOVERIES IN CHILE.

Potash.—Recent mining information to hand reports a variety of new discoveries and progress made. Following upon the heels of the potash reports of Mr. R. de Nordentlyght, comes that of Mr. J. Lukisk, a well-known expert, who declares the existence of large deposits of potash in the whole of the Pampas, which has accordingly a reserve of wealth the limits of which are incalculable. The existing proofs, according to this expert, are sufficient to warrant the founding of an industry for the development of potash products on a large scale.

Quartz.—In a place called Pena Blanca, situated in San Fernando, a discovery has been made of large beds of quartz of a high quality, which is already extracted and transported to the city above named, where a ceramic factory is to be established.

Sulphur.—A company is being organized in Arica with a capital of \$100,000 to exploit some rich sulphur deposits at a place called Pupuintica. These deposits are estimated to contain 18,000,000 tons of high-class sulphur.

Sulphate of iron.—Senor Francisco Naranja, mining engineer, reports the discovery, in the interior of Copiapo, of a vast extension of sulphate of iron of the two most important varieties, known as Copiapita and Coquimbita, both of good grade.

Coloured Earths for Paints, etc.—It is reported from Doñihue that a Señor Humberto Escobar has been exploiting coloured earth deposits in the neighbourhood for a month past with great success. A syndicate has now been formed by other gentlemen for the exploiting of another hill rich in various kinds of coloured earths.

BRITISH SURPLUS MEDICAL SUPPLIES OFFERED FOR SALE IN CANADA.

The Medical Stores Division of the Surplus Government Property Disposal Board, British Ministry of Munitions, Imperial House, Tothill street, London, S.W. 1, has for disposal 100,000 tubes each containing 20 tablets Emetine Hydrochloride $\frac{1}{2}$ grain. They wish to know whether there is any demand for these tablets in Canada.

OFFER OF AN IMPORTANT BRITISH FIRM TO BUY GOODS IN CANADA FOR ARGENTINA.

An important firm in the United Kingdom having a branch in the Argentine Republic writes as follows to the Commercial Intelligence Branch:—

My firm imported Canadian manufactures last year to the value of about \$350,000 and this year we should do \$500,000. These goods previously were always imported from the United States. At prices which can compete in open markets such as Argentina and Uruguay we can buy. We will pay cash in Canada if necessary or cash on arrival in Argentina. We require the following:—

1. *High-tension steel fencing wire.*

Shall be glad of prices with a note of guaranteed strains.

2. *Galvanized flat sheets.*

Can use 24 and 26 English G. or 25 and 27 United States G., 36-inch by 84-inch. Felt-lined closed cases of 5 cwt. Steel must be specially soft for working up well and evenly coated and spangled. Patent flattened if possible.

3. *Galvanized steel tubes; English thread.*

Send lists with discounts f.o.b. or c.i.f. Give weights.

4. *Revolver cartridges.*

We are British and at same prices and quality for quality you can have any or all trade we now place in the United States or any foreign market.

Further particulars may be obtained at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (quoting file No. 23681).

MR. SELIG HILLMAN, OF SOUTH AFRICA, SUDDENLY RECALLED FROM CANADA TO ENGLAND.

Mr. Selig Hillman, head of the well-known South African firm of Hillman Bros., who came to Canada for the purpose of making business connections with Canadian manufacturers, was delayed in England on the way for about six weeks owing to inability to get transportation. A few days after his arrival in Canada he was suddenly recalled to England on account of his son who was undergoing a serious operation. Letters were received from a number of Canadian manufacturers who wished to meet Mr. Hillman, and he regrets that he was unable to communicate with them before leaving Canada.

CANADIAN GOODS MAY GET INTO FRANCE EVEN WHEN ON PROHIBITED LIST.

Mr. Philippe Roy, Commissioner General for Canada in Paris, France, writes that the manager of a leading Paris publication said to him in reference to a list of prohibited imports:—

“Let the importer in France choose the line of goods or the article he wishes to import, get hold of all the details in regard to it from the Canadian exporter, and then let the importer make his application for a license and he will run a very good chance of getting the article permitted entry into France, whether it is on the prohibited list or not.”

Mr. Roy points out that this is a confirmation of what he has already stated about the prohibited list of France as published in Weekly Bulletin Nos. 797 and 804.

NEW IMPORT REGULATIONS IN FRANCE AND ALGERIA.

The following is a translation of a Presidential Decree, dated the 13th June, and published in the *Journal Officiel* (Paris) for the 18th June, relating to the import prohibition régime in France and Algeria.

The preamble to the Decree explains that the effect of the measure is to leave subject to import prohibition only a restricted number of goods for which it has not appeared possible to return at once to a régime of complete liberty. These goods are, apart from the articles prohibited by the Customs Law, and certain “articles of luxury,” those which are the subject of special Agreements between France and her Allies, and also textiles, the French centres of production of which are situated in the devastated regions, and which call for special treatment during the period of reconstruction. It is added that, as regards textiles, the issue of a separate Decree is under consideration.

As regards manufactured goods, for which the import prohibition has been raised, it has appeared necessary to proceed to a readjustment of the customs tariff, in view of the general increase of prices, and in order to re-establish in a certain measure the pre-war percentage equivalent of the duties.

TRANSLATION OF THE DECREE.

Art. 1.—As from the 20th June, 1919, and subject to what is stated in Art. 2, the import prohibition on all goods, other than those enumerated in the schedule annexed to this Decree, is abrogated.

Art. 2.—The foregoing does not apply to goods originating in or imported from European countries subject to the “General” Tariff. All imports of goods originating in or imported from the said countries remain subject to a special authorization.

List of Goods the Import of which Remains Provisionally Prohibited.

No. in Tariff.	Articles.
ex 16	Meat preserved by frigorific process.
ex 23	Carded and combed wool, dyed or not.
68	Wheat, spelt, meslin.
170 <i>ter.</i>	Mistelas (must).
171	Wines, the produce of the fermentation of grapes.
173 <i>bis.</i>	Raisin wine, and all other beverages not specially mentioned (in the Tariff).
190	Coal and coke.
242	Potash or carbonate of potash.
ex 280	Chemical products derived from coal tar, as enumerated in the second paragraph of Tariff No 280
294	Dyes derived from coal tar.
ex 311	Perfumery (other than soap).
ex 315	Compound medicines:—distilled waters, alcoholic.
363 to 381 <i>bis.</i>	} Tissues (including made-up textile goods).
382 to 428 <i>bis.</i>	
430 to 457.	
457 <i>ter.</i> to	
460 <i>sex.</i>	
ex 461	Newsprint paper.
494	Peltries, worked or made-up.
495, 496,	} Jewellery and imitation jewellery, gold and silversmiths' wares, gilt or silvered articles.
496 <i>bis.</i>	
497 to 506	Clock and watchmakers' wares.
507 to 509	Chimes, musical boxes, clock and watch fittings.
551	Metal statuary.
580	Arms of war, regulation, portable, and arms of war employed abroad (rifles and carbines).
581	Old arms for collections and arms of all kinds for panoplies, arms of commerce.
582	Guns and gun carriages.
585	Percussion caps.
586	Cartridges.
587	Projectiles.
589	Fireworks.
604 and 605	Musical instruments and accessories and component parts of.
640 <i>bis.</i>	Tobacco pipes and stems of exotic or native woods, mounted with amberoid, amber, ivory, tortoise shell, or mother-of-pearl.
640 <i>ter.</i>	Cigar and cigarette holders, mounted or not.
640 <i>quat.</i>	Other articles of ivory, mother-of-pearl, tortoise shell, amber or amberoid.
641, 641 <i>bis.</i>	"Tabletterie," of materials other than those mentioned above.
643	Fans and hand-screens.
648 <i>bis.</i> and <i>ter.</i>	Mechanical or automatic lighters, priming in strips, and ferro-cerium.
649	Human hair, worked-up.
650	<i>Ouvrages des modes.</i>
651	Artificial flowers, foliage, fruits, even if affixed to articles other than ouvrages de modes, branches for vases, and similar decorative articles, and their detached parts.
651 <i>bis.</i>	Plants and flowers, naturalized, sterilized, painted or prepared.
654	Articles for collections, not suitable for commerce.

Goods the Import of which is the Subject of Special Measures.

No. in Tariff.	Articles.
109	* Tobacco: leaves or stalks; manufactured: cigars, cigarettes, tobacco for smoking and chewing; tobacco juice (prais).
174 and 174 <i>bis.</i>	Distilled beverages: potable spirits—absolute prohibition (Decree, 22nd December, 1916); other alcohols—absolute prohibition, with the exceptions accorded by Decree of 22nd December, 1916, as modified by Law of 9th July, 1917; liqueurs—absolute prohibition (Decree of 22nd December, 1916).
281	Saccharin—prohibited by the Customs Law.
ex 316	Compound medicaments not specially mentioned in the Tariff and not figuring in an Official Pharmacopœia.
ex 466 and 466 <i>bis.</i>	Paper representing money—prohibited (Law of 3rd April, 1918).
473	Pirated copyright works. Prohibited by the Customs Law.
474	Playing cards. Prohibited by the Customs Law.
583	Gunpowder. Prohibited by the Customs Law.
648	Matches, chemical, and wood prepared therefor. The Customs Law reserves the importation of these goods to the Monopoly.

* Under the Customs Law these products may be imported only for account of the Regie, except in the case of manufactured tobacco for the personal use of the importer in a quantity not exceeding 10 kilogrammes per consignee and per annum, under special authorization and in accordance with the prescribed formalities.

Imports of Goods of United Kingdom Origin.

I. All goods of United Kingdom production or manufacture, other than those of which the importation into France or Algeria is still prohibited (cf. the foregoing list), are admitted freely without the formality of an import license.

II. As regards the goods which are still prohibited, the effect of the Agreement between the British and French Governments of 24th August, 1917, as amended by a recently concluded supplementary Agreement, is as follows:—

(1) Goods included in schedule B of the revised Agreement (translation attached) are to be subject to the régime indicated in that schedule, as follows:—

(a) *Rationed Goods*.—For combed or carded wool; cotton yarns; woollen yarns; tissues and hosiery of cotton or of wool†; yarns and tissues of hemp, ramie, linen or jute; and twine and cordage a ration is to be fixed each quarter by the French Government, and the amount of the quarterly ration is to be notified by the Ministry of Industrial Reconstruction to the Board of Trade Office in Paris, one month before the beginning of the quarter for which the ration is fixed. When the amount of the ration has been fixed it is to be allocated among importers in France by the Ministry of Industrial Reconstruction after consultation with the competent corporative bodies if necessary.

With a view to safeguarding the interests of exporters as well as of importers, the list of importers is to be exchanged between the Ministry of Industrial Reconstruction and the Board of Trade Office in Paris. The former will, in addition, communicate to the latter all necessary particulars, especially as regards the allocation of the rations among importers in France. The British Chamber of Commerce in Paris will specify to the Ministry of Industrial Reconstruction the personalities who will represent before it, and before the bodies competent to allocate the rationed products, the interests of English houses established in France, and those of its members represented in France by accredited agents.

Should the French Government issue licenses for a quantity in excess of the ration fixed for any article, such excess quantity is to be allocated on the same principles as the ration itself.

Attention is directed to the fact that cotton and woollen embroidery, lace, ribbons, and trimmings are not to be rationed, but are to continue to be admitted freely into France and Algeria under licenses issued by the French Customs Office in London in accordance with the procedure hitherto followed.

(b) *Spirits*.—Spirits remain subject to the régime established by the French Decree of the 22nd December, 1916.

(c) *Goods specially licensed*.—All other goods specified in schedule B (viz., chemical products derived from coal; coal tar dyes; articles of jute thread; made up clothing; and newsprint paper) are to be admitted into France under individual import licenses, to be issued on the application of the French importer to the competent French authority, and to the extent which the French Government may consider necessary to meet French requirements. Quarterly "rations" are not to be fixed for these goods.

(2) In order to permit the completion of pre-Armistice contracts entered into on a large scale by French importers for woollen tissues of United Kingdom manufacture, the French Government agrees to issue supplementary licenses (outside the ration) for the importation from the United Kingdom of a certain limited quantity of these goods.

These licenses are to be distributed to the French importers on the basis of 50 per cent of the average imports in 1916; and duplicates of such licenses are to be communicated to the Board of Trade.

† Except embroideries, lace, ribbons, and trimmings (*passementerie*) of wool or cotton, which are to be freely admitted under license.

The percentage of tissues weighing less than 300 grammes per square metre for which licenses are issued will not exceed 25 per cent of the total quantity of woollen tissues admitted into France from this country under license.

(3) Goods of United Kingdom origin of the classes not covered by paragraphs 1 and 2 above will be freely admitted under licenses issued by the French Customs Office in London in accordance with the procedure hitherto followed.

(5) The expression "France" includes Alsace-Lorraine and Algeria for the purposes of the Agreement. The ration of goods, for which a ration is to be fixed in accordance with schedule B, will be computed separately for importation into Algeria.

SCHEDULE B.

No. in French Tariff,†	Articles.	
ex 23	Combed or carded wool, yarns, tissues and hosiery of wool	} Importations under ration as provided by the Agreement (Article 5).
372—375	(not including embroidery, lace, ribbons and trimmings, which will be freely admitted under license).	
ex 43—454	Yarns, tissues and hosiery of cotton (not including embroidery, lace, ribbons and trimmings, which will be freely admitted	
368—371	under license).	
ex 404—428 <i>b s</i>	Yarns, twine and cordage.	
ex 450—437	Yarns and tissues of hemp and ramie.	
ex 363—367	Yarns and tissues of linen.	
ex 363—364		
ex 382—393 <i>bis</i>		
365 and		
365 <i>bis</i>	Yarns and tissues of jute.	} Importation under special licenses and agreement require- ments.
394—395 <i>bis</i>		
280 § 2	Chemical products derived from the distillation of coal.	
294	Dyes derived from coal tar.	
399—402	Articles of jute thread.	
460—460 <i>ter.</i>	Made-up clothing.	
ex 461	Newspaper paper.	} Régime fixed by the Decree of the 22nd December, 1916.
174 and	Spirits (potable and other) and liqueurs.	
174 <i>b s</i>		

NOTE.—Goods imported under the temporary importation régime, to be re-exported, and particularly cotton tissues imported for printing, are admitted, generally speaking, outside the ration.

AMERICAN MANUFACTURERS EXTENDING LONG CREDITS TO FRANCE.

(*The Times Trade Supplement.*)

One of the difficulties experienced at the present time in doing business with France is that French importers require longer credit than British firms have been in the habit of giving, and indeed longer than most British firms feel that they can afford to give.

Many French importers are asking for credit varying from one to two years, and this is, of course, a great barrier to trading freely with the United Kingdom, as few firms care to have their capital "locked up" for such a long time. The United States firms, on the other hand, having accumulated considerable reserves during the early years of the war, are able to accommodate the French importer, and are offering him generous terms. American delegations which have recently visited France have laid stress on the fact that they are able and anxious to afford these credits, and are accordingly in a strong position when orders are to be placed. They have toured the chief centres of France, and have everywhere made the burden of their speeches the necessity to the French importer of extended credits to enable them to re-start their own national industries on a proper footing, and thus be in a position to manufacture for foreign trade as well as for home consumption, and that in the meantime the United States are in the happy position of being able to provide the credit needed.

† This column does not form an integral part of Schedule B, but is added to show the scope of the headings by reference to the French Tariff classification.

TRADE ORGANIZATIONS AND COMBINATIONS IN THE UNITED KINGDOM.

*Prepared for the Committee on Trusts by JOHN HILTON (of the Garton Foundation).
Based upon evidence given and documents laid before the Committee on Trusts.**

Section 1.—From Competition to Combination.

Labels endure long after they have ceased to be descriptions, and the system under which goods are produced, distributed, and bought is still referred to as the "Competitive system." For the last half century and longer the economic order has been changing its constitution, but the terminology of the mid-nineteenth century remains and obscures the fact that the economic doctrines of that period are not applicable to the conditions of to-day.

THE LAW OF SUPPLY AND DEMAND.

According to those doctrines, evolved in the course of the industrial revolution, supplies, prices, profits and wages could safely be left to adjust themselves. Leave the business world to its own devices, and competition would ensure that all was for the best. Competition would harmonize supplies and requirements; would lead to the survival of the most efficient business concerns; and would ensure that the level of wages, prices and profits in any trade or industry would always be "just about right." The reasons given were as follows: (a) If the demand exceeds supply competition between buyers sends up the price; (b) a relatively high price spells a relatively large profit; (c) a relatively large profit attracts capital and enterprise to the business; (d) supplies increase; (e) competition between sellers brings down the price to normal, and (f) in the struggle between sellers each endeavours to improve his process and methods, the more capable succeed, incompetents are driven out, and the general level of economy and efficiency is raised throughout the industry. This competitive theory is still for many an article of faith. It is still conventionally accepted that if any industry is yielding more than average profits, capital and enterprise, attracted by the prospects of abnormal prices, will make their way towards that industry, supplies will increase, and competition between the rival producers or traders will in the natural order of things bring down prices and profits to the normal level. On these assumptions it is still widely taken for granted that competition is an adequate safeguard against extortion and is driving force sufficient in itself to produce a continuous movement towards the highest efficiency.

THE PASSING OF COMPETITION.

The assumptions are, however, no longer valid. In the modern industrial and commercial world competition, which indeed never was wholly "free," is becoming less free with each passing year. In very many branches of trade and industry, business concerns whose inter-competition is conventionally supposed to maintain prices at a competitive level have, in fact, working arrangements of one kind or another which prevent competition. Again, in some branches of trade, amalgamations of erstwhile rival firms have taken place, with the result that in some cases so large a proportion of the whole trade is in the hands of one firm, or financially interwoven group of firms, that an effective monopoly is obtained. Where either of these conditions is reached the cycle of automatic impulses and checks can no longer be relied upon to ensure that either prices or profits are "just about right." There is no longer competition between the associated manufacturers or merchants in those lines of industry or trade, prices are no longer subject to the law of supply and demand, enterprise and capital no longer

* This memorandum was prepared at the request of the committee by the secretary, who is solely responsible for the opinions expressed.

flow without impediment to where profits are above the average. In these circumstances it is within the power of the group of associated firms or the single consolidated concern to control supplies and regulate prices—within limits which will be discussed later—and that being the case, a new order of problem has come into being.

THE GOOD IN COMPETITION.

Competition has, and always will have, its place and value in the industrial process, but its form and sphere of action are changing. As the old form passes, much that was of value in it passes also, and if the new order is to remain healthy and vigorous, equivalents will have to be found. Where there is struggle for survival or supremacy among hosts of small concerns in the same line of business, each man knows what it is to carry the responsibility of a business and to stand or fall by its success or failure. The incentives to effort are strong. Each has a direct personal interest in improving methods, eliminating waste, reducing costs, and striking out in new directions. There is wide diversity and ample opportunity for experiment. Initiative and resource are developed in large numbers of individuals. There is without doubt, something of an evolutionary struggle, in which those well endowed with the qualities that make for commercial success survive and the less competent, or worse equipped, or more sensitive go down and out. Again, the small man's independent business is a thing to himself, and, in a very real sense, a part of himself. The small business concern has personality. The employees of a small firm work for a person, and the relations between proprietor and workpeople, if not always cordial, are at least human relations. Business dealings with a small firm are dealings with a person, and there is little doubt that the personality of British industry in the past has been a powerful factor in its development. The type of character produced by these influences may not be wholly admirable, but it is at any rate strong, forceful, and self-reliant, and it is a commonplace that the great majority of those who are to-day organizing and directing "big business" acquired their ability and experience in "small business." As for the productivity of the competitive order, the enormous quantity and variety of goods thrown upon the markets of the world during the period in which competition was in the ascendant affords sufficient proof that, in its own time and sphere, individualism is not to be despised as a productive principle, and if the goods so produced tended to the "cheap and nasty," it will not be disputed that they were at any rate cheap, considering the costs of production and distribution.

THE IMMORALITY OF COMPETITION.

Competition has vicious features to offset its virtues, and even its virtues are of limited range. It elevates self-interest into a gospel, and makes "each for himself and the devil the hindmost" the first rule of conduct. It applies "buying in the cheapest market and selling in the dearest" to human beings as well as to things, and makes "sweating" not shameful, but shrewed. Moreover, the creative competition which works for success through serving the consumer more acceptably than others, easily degenerates into destructive competition aimed at the ruin of rivals, or into sharp practice at the expense of the consumer. The spirit and qualities and conduct evoked by competition are not wholly such as to make for either a worthy order of social life or even a serviceable order of industry.

THE WASTES OF COMPETITION.

For there is a point at which the continuance of competition along the old lines is no longer compatible with industrial efficiency and continued progress. Undercutting among rival manufacturers may lead to goods being sold at the lowest price at which they can be produced in the competing establishments, but it may be well that the price is still high in comparison with what it might be if the individual firms were

in friendly communication or if the manufacture were being carried on in few instead of many establishments. Competitive production often means a wasteful duplication of activity and plant; it results in each firm working out its problems without help from the others; it allows each manufacturer to go in for many varieties and patterns and to specialize on none; it requires each firm to buy in small quantities, market in small parcels, and carry separate stocks; it leads to effort being given to fighting which might much more profitably be given to improving method and process; and it may place manufacturers at the mercy of middlemen. It may stimulate the will to improve and yet deny the means. For these reasons goods produced under a regime of free competition may be dear even though the competing producers are making less than a living profit.

THE POSSIBILITIES OF COMBINATION.

Great possibilities of industrial and commercial improvement lie beyond the confines of free competition, and are only to be realized by combination in one or other of its several forms; by informal consultation and co-operation, by formal association, or by actual amalgamation. These may be tabulated as follows:—

Buying (materials, plant, stores, etc.).

- Assured and steady supply of material.
- Unification of buying departments and staffs.
- Bulk instead of detail purchases.
- Greater opportunity for comparison and selection.
- Cheaper credit and better discounts.
- Standardization of materials.

Making.

- Standardization of product.
- Specialization in product.
- Improvements in plant.
- Use of by-products.
- Equalized distribution of work.
- Quality.

Selling.

- Transport economies.
- Unification of selling departments and staffs.
- Extension of export trade.
- Collective advertising.
- Lower costs of distribution, fewer middlemen.

Knowledge.

- Interchange of data and experience.
- Standardization and interchange of costings.
- Collection and dissemination of trade statistics.
- Promotion of scientific and technical research.

The above are the possibilities of combination, not the necessary accompaniments or the invariable achievements. It should be stated at once that no association among the many hundred existing in the United Kingdom at the present time, and few of the numerous mammoth amalgamations, have come as yet anywhere near realizing them in full.

THE IMPULSE TO COMBINATION.

Neither should it be supposed that the movement towards association and consolidation has been primarily animated by the thought of the great economic possibilities which combination opens out. The reasons given for the formation of par-

ticular combinations almost always turn upon the desire to limit competition or, as it is more usually expressed, "to prevent cut-throat competition," with the object of securing higher prices and larger profits.

- "There had been a period of very keen competition, with the result that most manufacturers were making little, if any, profit. Many were practically ruined. It was thought that if the existing works were bought up by a company the trade would be placed on a more stable basis."
- "Our association was formed for the purpose of regulating the trade and avoiding unnecessary competition."
- "Co-operation began among the manufacturers only after a period of severe depression and acute competition."
- "Our association was formed for the purpose of agreeing on prices and has been the means of preventing cutting, which went on very considerably before the association was formed, the result being that most of the firms were making no profits, or very small profits."
- "Its immediate object was the removal of price-cutting which rendered unprofitable practically the entire industry."
- "The first object of the association was to safeguard the trade against the losses that are often suffered at such times in consequence of selling prices lagging behind the rising price of materials."
- "The amalgamation was due to a combination of circumstances. Owing to severe competition and cutting of prices the manufacturers were so reduced in their margin of profit that some step had to be taken to prevent disaster."
- "The amalgamation was primarily due to the keen competition which prevailed between the various works, as when trade was quiet almost any prices were taken by some of the firms. Price associations were in existence prior to the formation of the amalgamation, but these were not altogether successful, and it was finally felt that if the concerns were managed under one control it would be much better for the trade generally."
- "The industry as a whole had been very unremunerative for many years and had stood in danger of being crushed out of existence by foreign competition and by too much competition among manufacturers at home, and it was realized that if the industry was to be saved at all the manufacturers would have to come together and form an association."
- "Competition was so severe—both among the home manufacturers and from abroad—that no one could make anything out of the trade. Manufacturers were producing more than was really required, and were concerned only with cutting one another's throats. At first when an association was discussed some objected to losing their freedom, but things became so bad that these objections were overcome."

The statements quoted above, though made retrospectively, may be taken as substantially accurate accounts of the circumstances in which the vast majority of associations and amalgamations in this country had their origin, and the motives that prompted their formation. The picture conveyed of industries on the verge of ruin is hardly consistent, it may be said, with the income tax returns for the years in question, but it is to be remembered that under conditions of free competition the fortunes of an industry are subject to great fluctuations. The final impetus to combination has almost always come in the slump years. "Most associations were born of dire necessity; it was seldom, indeed, that an association came into being until the trade was faced with all-round disaster if it did not combine." In these circumstances it is natural that the immediate objects of combination should mainly relate to the limitation of competition and to the increase of prices and profits. If play be made of the fact that there is in these statements a notable absence of any idea of promoting

efficiency and improving organization for the general benefit, it may be answered that the average business man responds more readily to a "paying proposition" than to a vague ideal, and even where the prime movers in an association have had larger purposes in view first place has had to be given to the inducement of improved prices and profits. "It was as far as we could get the trade to go at that time." In several cases associations formed primarily for restraining competition and securing more profitable prices have become, after formation, active instruments working for better organizations and improved technique throughout the industry. This is well exemplified in the following:—

"Although the control of prices was a substantial part of the arrangement, that was only a means of attaining the real object of the association, which was the creation of a complete organization whereby our section of the country's trade could be made more efficient and consequently more prosperous and strong. What we have done in this direction is on record; it could not have been done apart from the regulation of prices. We have already gone a long way beyond our original programme, and are planning further developments."

"The association was formed after a long period of severe depression. There was a great lack of effective organization in the industry, and what did exist was wasteful and extravagant. All the worst features of unrestricted competition were present, duplication of patterns and plant, which were only intermittently employed, duplication of selling organizations to an extent which did nothing to increase sales, but served only to render more acute the depression from which the trade was suffering. The result of these conditions was that the resources of the industry were so depleted as to hamper and restrain development in improved methods of production and to discourage the introduction of more modern machinery upon the capital cost of which there was no prospect of any adequate return."

So long as the individual will to survive is stronger than the instinct of common danger, and the hope of coming out on top in the industrial scrimmage counts for more than the sense of common interest, competition will hold the field; but when self-preservation and self-interest are seen to be in line with the general interest, competition is abandoned and co-operation begins.

NOTE.—Section II, will be published in the next number of the *Weekly Bulletin*.

GLOOMY PROSPECTS FOR THE PAPER INDUSTRY IN NORWAY.

(Economic Supplement, Review of the Foreign Press.)

The English import prohibition on paper for the protection of the English paper factories has involved Norwegian paper factories in a very difficult situation. A number of paper mills on the Drammen Falls have been obliged to close down either partially or altogether. The mills at Kalfos are closed. At two other mills the output is down by half; at a third mill work will be stopped in a week's time. The Union Company is also considering the question of restrictions on a large scale, and its example will doubtless be followed by other firms, unless England is willing to make some concessions in the regulations.

The price of paper has fallen somewhat since the armistice, chiefly owing to American competition, but there is not likely to be any further reduction in the near future. The market is dull as regards cellulose, owing to competition in Sweden where there has been over-production. The wood-pulp market, on the other hand, is steady and likely to continue so, as there is a great demand from the English paper mills.

FORTUNE AWAITS AMBITIOUS MAN IN LATIN AMERICAN LANDS.

(By Dr. W. E. Aughinbaugh, *Foreign and Export Editor,*
New York Commercial.)

I have spent eighteen years of my life in Latin America. I know it as you know the streets of your home town. I have travelled through every republic south of the Rio Grande not once but many times. From Mexico to Patagonia I have been in Indian villages, small towns, big cities and busy ports. I have paddled up the Orinoco river, which runs through Venezuela to Manaos, in Brazil; on the Amazon river, and then gone further up that majestic stream to Iquitos, Peru. I have been in pest-ridden Guayaquil and up the mountains to picturesque Quito. I have crossed storm tossed, cloud draped Lake Titicaca repeatedly and wandered back into the Bini Indian country of Bolivia. I have ridden over the Andes in winter and summer. I once rode by mule from San José, Costa Rica, through every Central American Republic, to Colima, Mexico, a journey of over four months. I have gone up the River Plate and the Parana river to pathetic Paraguay, still depressed by the crimes of the dictator Lopez, and from Asuncion, by means of a small stern wheeled launch, went away into the interior of Brazil. I have been around the Horn; through the Strait of Magellan, and sailed Smyth Channel. I have climbed to Cerro de Pasco, Peru, the town situated on the roof of the world, and gone down to Punta Arenas, Chile, the most southerly city on earth. I merely mention these details to convince you that I really know Latin America.

WHAT ARE THE OPPORTUNITIES?

I am repeatedly asked: "What are the opportunities for an American in Latin America?" My answer invariably is the same: "If you are the right type of man, Latin America offers exceptional chances to amass a fortune with a minimum of effort." Let me give some details and you will, I am sure, agree with me.

Latin America comprises twenty distinct states, with a population approximately estimated at between sixty-five and seventy-five millions. The majority of the inhabitants are Indians, mixed breeds, negroes and a comparatively small proportion of whites, excepting Uruguay, Chile and Argentina, where the Caucasian predominates. In all of these countries Spanish is spoken, excepting Brazil, where Portuguese is the language.

GREAT NATURAL RESOURCES.

Everyone of these republics is in the process of development and expansion. They have in profusion the things the busy world needs. They are the largest producers of raw materials. Their mines are the richest known to man. Some have been literally worked for thousands of years and are still productive. Their broad fields are destined to make them the granaries of the world, while their extensive acreage means that they will contribute largely to its meat supply. Their vast virgin forests will enable them to supply humanity with cabinet and other woods for centuries. Large and small rivers afford easy and cheap means for transportation and can be converted into power, heat and light generators.

WAKING UP.

All Latin America is in the process of awakening. Railways are being built, natural resources exploited, agricultural methods modernized, municipal and national improvements contemplated. Just think what must be the opportunities in Brazil, a country larger than the United States and its foreign possessions by more than 200,000 square miles, with only 20,000,000 people! Or the possibilities in Argentina,

spreading over as much territory as all of Europe less Russia and Austria-Hungary, with but 6,000,000 inhabitants! These conditions are duplicated in varying degrees in every one of these countries.

Latin Americans are raising their standards of living. If they raise their standard of living to that of this country at the present time it will be equivalent, as far as market possibilities are concerned, to creating three new Americas, with all the demands for the comforts and necessities of modern civilization. This means employment for the masses, civic progress, prosperity.

NOT LIKELY TO MANUFACTURE.

Latin Americans will never be creative or become manufacturers. Climatic conditions and racial and inherited traits make them follow the lines of least resistance, and they have become farmers on a large scale or cattle raisers. Comparatively few enter commercial life. Their markets are easily reached. If goods are acceptable they are large buyers. Their credit is good. With the things the world most requires—wheat, cereals, meat, coffee, cocoa, sugar, rubber, wool, nitrates, minerals, woods—they are relatively immune from any great financial crisis.

THE REAL LATIN AMERICAN.

Socially Latin Americans may be divided into two great classes—the politician and the business man. The former lives by exploiting his country and his countrymen. He has the interest of neither at heart. To his door may be traced all the revolutions and other disturbances in these places. On the contrary, the merchant and estate owner has the welfare of his land and its citizens always in mind, for he knows full well that peace means prosperity; that prosperity induces capital to come for the development of latent resources. The politician is in the minority, but his voice is heard loud and often in public places and his speeches are reproduced by the press. Upon his actions and his utterances we are prone to judge the masses. Unfortunately we of the north are unacquainted with the real Latin American—the dignified, courteous man of affairs, the man who contributes his capital, his ability and his best efforts to the upbuilding of his nation—for he keeps in the background and is content to work in silence.

HONOURABLE BUSINESS HOUSES.

And right here let me contradict a notion all too prevalent in this country. Those unfamiliar with actual business conditions in the sunny lands to the south of us are not apt to think of the native as a poor trader, with slack methods and without resources. Nothing could be more erroneous. There are in every Latin American city business houses established for from two to three centuries under the same name handed down from father to son, which are as jealous of their reputations and as honourable in all their dealings as are any responsible old American houses. There are also tricky, unreliable concerns, but what city is without them? I consider the average Latin American merchant a shrewd bargainer, knowing his line thoroughly, well informed as to the future and able to prognosticate trade conditions years ahead. Once he has faith in you and your product he becomes your staunch friend and it is extremely hard to get him to purchase similar goods elsewhere.

With the use of ordinary judgment and due respect for the customs and habits of the natives, by simple tact, ordinary honesty, energy and small capital one is sure to succeed in these lands. The truth of this statement is demonstrated most completely by the fact that millions of Europeans, many of them uneducated, possessed of no great ability and practically without money, have settled throughout these countries and established themselves in prosperous occupations, acquiring in a relatively short period sufficient money to keep them in affluence for the remainder of their lives.

IMPORTANT TO KNOW THE LANGUAGE.

But let me warn those contemplating a business life in these fields that the pitfalls are numerous. Life is primitive in all but the few large capitals and ports; government officials exasperating, especially those of the customs; transportation facilities poor; everything expensive; procrastination everywhere, disease stalks through most of the lands; social rules of a different standard from ours and more exacting in their demands; comforts are few. Above everything else it is imperative that one knows that language of the country wherein he expects to reside, if he wishes success to crown his efforts, for ability to speak grammatically the local idiom brings you in closer contact with the people and aids materially in properly interpreting their thoughts.

I have not overpainted the picture. I have recited briefly the salient points as I see them through the vista of years. Given such a condition of affairs as I have outlined it becomes apparent that Latin America is a land for strong men only—strong mentally, morally and physically. It is no place for the waster or the loafer. It is without hope for the tippler or the defective. It does not beckon to the weakling or the dreamer. But to a man of small capital, with a high sense of honour, a great ambition, downright integrity and faith in himself and his ability to make good it offers the most brilliant prospects. To such an individual I say from my intimate knowledge of these golden lands, "Go!" and success will surely attend you.

FEW OPPORTUNITIES FOR WOMEN.

For women few, if any, opportunities exist. Schools are scarce and teachers sadly underpaid. Feminine help is not employed in offices. Trained nursing is done almost exclusively by religious orders. In short, women in trade are ostracized and looked down upon. Unquestionably the larger cities, such as Buenos Aires, Rio de Janeiro, Santiago (Chile), Montevideo and Havana, will sooner or later recognize the fact that special fields exist in which women are paramount, and when this day comes the possibilities for the fair sex will be as good as in the United States. I am sure, however, that such a day is far distant.

LIQUORS IN TRANSIT FOR EXPORTATION.

The following regulation has been authorized by Order in Council (vide memorandum of Department of Customs 2325-B):—

Respecting shipments of intoxicating liquors arriving in Canada destined for a place outside of Canada, the Minister of Customs may grant permission to hold the shipments in transitu in bond and to export the same under guarantee for their delivery at the port of destination and to require from the carriers the production of foreign customs landing certificates.

SERIOUS POSITION OF THE PAPER INDUSTRY IN SWEDEN.

(Economic Supplement, Review of the Foreign Press.)

The Swedish cellulose factories are placed in a particularly difficult position owing to the decrease in sale, especially on the English market. The main reason is that the Swedish paper factories have put on the English market paper for newspapers at a much lower price than for the raw goods offered to England. To protect themselves against Swedish competition in the paper market, England will have to introduce a protective duty of 25 per cent on paper. The Swedish sulphate market is as good as extinct and there is a very poor sale for sulphide. The position of the Swedish paper industry grows steadily worse.

WINDMILLS WANTED FOR THE ARGENTINE.

(The Times Trade Supplement.)

An Argentine opening of which British manufacturers have hitherto failed to avail themselves to any great extent is that in connection with the provision of windmills and pumps. The demand for windmills in Argentina is probably greater in proportion to the number of inhabitants than in any other part of the world, not even excepting Holland.

Only steel mills are sold, however, and some of the larger houses think nothing of selling 450 complete mills and towers a month. Practically the whole of these manufactures have hitherto come from North America, scarcely any being made in the country itself, and only a trivial percentage emanating from the United Kingdom. The demand is for 6, 8, 10 and 12-foot mills. The length of stroke usually required is 8 inches; a larger stroke than 9 inches is not much in request.

Several hundreds of mills are annually sold in the vicinity of Buenos Aires, in Rosario and its suburbs, and in all other cities and towns throughout the country. Few municipalities have their own waterwork systems, which accounts for the wide use of windmills. On the very large estates and cattle-ranches there are often more than a dozen windmills. These are practically at work throughout the year pumping water for the cattle, and there is continual demand for small repairs and new parts. Hitherto, notwithstanding the large sale above referred to, the perfect windmill has not been found, and there should be a good opportunity for the British maker.

TYPE OF MACHINE.

The machine should not require too much attention, and should be so constructed that the gears run in a deposit containing sufficient oil for at least 12 months. Any mill with this equipment, or one having self-lubricating bearings, would make an instant appeal, not only to the numerous farmers scattered about the Republic, but to the suburban resident, who usually has his own small garden or grass-plot which must be watered artificially during the long rainless months. Sufficiently strong winds are usual throughout the year in Argentina. The maximum wind velocity during storms is 74 miles per hour, and the average wind velocity is about 18 miles per hour. Towers of the 4-post type should range in height from 20 to 60 feet; those in use at present are similar in every respect to the steel towers employed largely in the British colonies. Even during the war, for the calendar year 1915 importations into Argentina of foreign-made windmills were considerable. The total weight of such importations was 7,779,781 pounds. Eight and ten foot mills and 20-40 foot towers are mostly in demand. Every type of handlift force windmill, belted power, and even direct connected pumps are saleable upon the Argentine market. They are required for use in dug, drilled and driven wells. Direct connected gasolene engines and power pumps are likewise good saleable articles, but among power pumps the belted types are more in demand.

In many sections of the Republic water is found at a depth of between 12 feet and 20 feet. For household purposes water is forced to a galvanized tank placed on a tower or adjoining building, and from there pumped to the different parts of the house. Out in the "camp" large low tanks are set on the ground, often 30 feet and 40 feet in diameter, and about 4 feet high. These contain water for the cattle. In other sections of the country, particularly in some parts of the western district approaching the Andes mountains, water can only be obtained by drilling to a very great depth.

NEW INCORPORATIONS.**Dominion.**

Canada Petroleum and Refining Corporation, Limited. Incorporators: Mary Elizabeth Cherrier and Eva Levitt, stenographers; Henri Gustave Smith and John Francis Boland, barristers-at-law; and Charles Henry Bowyer, student-at-law—all of Toronto. Capital \$2,500,000, divided into 2,500,000 shares of \$1 each. Chief place of business, Toronto.

Ryan, Grier and Hastings, Limited. Incorporators: Michael Arthur Phelan, Westmount, Quebec, K.C., Charles Stuart LeMesurier, advocate; Norman Scott Cameron, student-at-law; Joseph Alphonse L'Heureux, book-keeper and Lillian Montgomery Gamble, stenographer—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Pure Cane Molasses Company of Canada, Limited. Incorporators: Henry Weinfield, Marcus Meyer Sperber and Lyon Levine, advocates; Sarah Miller and Elsie Bramson, stenographers—all of Montreal. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

Port Alberni Shipbuilding Company Limited. Capital \$100,000. Registered office, Port Alberni.

Manitoba.

Peace River Gold Dredging Company, Limited. Incorporators: William Bourhill, insurance broker; William Quarrier Burges, insurance broker; Henry Brougham Stiles, merchant; William James Kelly, prospector; and Alfred John Webb, barrister—all of Winnipeg. Capital \$200,000, divided into 200,000 shares of \$1 each. Chief place of business, Winnipeg.

Ontario.

Dresses Company, Limited. Incorporators: John Alexander Macintosh, barrister-at-law; Robert Whitfield Ralfe and Frederick William Scott, clerks at Osgoode Hall; Donald Alexander Macintosh, student-at-law; and Frances Kinsella, stenographer—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Head office, Toronto.

Hamilton Arena, Limited. Incorporators: Edward Herbert Ambrose, John Roy Marshall and Arthur Burgess Turner, barristers-at-law; and William Hazell and Stanley Rowland Jefferess, students-at-law—all of Hamilton. Capital \$300,000, divided into 3,000 shares of \$100 each. Head office, Hamilton.

Concrete Pipe and Products Company, Limited. Incorporators: John Laing Weller, civil engineer; Olive Ellinor Weller, spinster; Harry Shortt, law clerk; and Madelein Marcia Weller and Marjorie Louise Muntz, married women—all of St. Catharines. Capital \$200,000, divided into 2,000 shares of \$100 each. Head office, Hamilton.

Stainton, Downey and Evis, Limited. Incorporators: William Henry Stainton and Charles Harold Downey, merchants; and Sydney Alfred Evis, Arthur Brook Dalby and Charles Ernest Doust, travellers—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

The Canadian Soo Lumber Company, Limited. Incorporators: William Herman Rath, real estate broker; and Peter Prosper Duket, lumberman—both of Chicago, U.S.A.; and Laura Harris, stenographer; James McEwan, barrister-at-law; and George Austin Albert Allen, book-keeper—all of Sault Ste. Marie. Capital \$500,000, divided into 5,000 shares of \$100 each. Head office, Sault Ste. Marie.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending July 11, 1919.	Wheat.	Oats.	Barley	Flax.	Rye.	Totals
	Bushels.	Bushels	Bushels.	Bushels	Bushels.	Bushels.
Fort William—						
C.P.R.	147,119	311,601	93,235	174	36,833	588,962
Consolidated Elevator Co.	34,732	27,003	38,783	29,172	3,672	133,362
Empire Elevator Co.	17,667	127,516	37,815	20,003	4,526	207,527
Ogilvie Flour Mills Co.	416,332	77,213	67,884	.....	3,947	565,376
Western Terminal Elevator Co.	18,918	47,873	8,157	8,175	1,179	84,302
G. T. Pacific.	77,823	238,075	36,481	9,088	7,230	368,697
Grain Growers' Grain Co.	37,807	426,884	161,072	.....	12,760	638,523
Fort William Elevator Co.	6,506	333,737	123,778	11,026	892	475,939
Eastern Terminal Elevator Co.	38,892	34,632	170	.....	.....	73,694
Northwestern Elevator Co.	35,312	15,631	27,688	.....	240	78,871
Port Arthur—						
Port Arthur Elevator Co.	127,016	496,882	233,180	18	19,496	876,592
Sask. Co-operative Elev.	167,416	181,511	54,513	34,551	6,291	444,282
Canadian Government Elevator.	122,587	169,685	46,862	15,107	1,048	355,289
Can. Govt. Elev., acct. Imp. Govt. ....	.....	.....	.....	62	.....	62
Thunder Bay.	65,672	236,530	37,672	6,197	1,521	347,592
Davidson & Smith.	78,566	126,094	39,652	.....	3,614	247,926
Eastern-Richardson.	161,234	31,101	21,081	12,049	23,812	249,277
Total Terminal Elevators	1,553,599	2,881,968	1,028,023	145,622	127,061	5,736,273
Saskatoon Can. Govt. Elevator	199,015	353,068	6,921	563	16,441	559,567
Moosejaw Can. Govt. Elevator.	253,113	259,858	6,388	4,473	1,763	532,036
Calgary Can. Govt. Elevator. ....	.....	.....	Not reported.	.....	.....	.....
Vancouver Can. Govt. Elevator.	1,000	76,120	.....	220	.....	77,340
Total Interior Terminal Elevators.	453,128	689,046	13,309	5,256	8,204	1,168,943
Depot Harbour ....	.....	.....	None in store	.....	.....	.....
Midland—						
Aberdeen Elevator Co.	4,996	15,428	.....	.....	.....	20,424
Midland Elevator Co. ....	.....	.....	Not reported.	.....	.....	.....
Tiffin, G.T.P.	122,950	4,148	.....	.....	.....	127,098
Port McNicoll.	986,629	190,172	25,000	.....	.....	1,201,801
Collingwood ....	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator & Transit Co.	756,615	107,318	.....	6,696	.....	870,629
West. Can. Flour Mills Co., Ltd.	426,950	.....	.....	.....	.....	426,950
Kingston—						
Montreal Transportation Co. ....	.....	.....	.....	.....	.....	.....
Commercial Elevator Co. ....	.....	707	.....	.....	.....	707
Port Colborne Dom. Govt. Elevator.	188,060	.....	.....	.....	.....	188,060
" Maple Leaf Mill'g Co., Ltd. ....	.....	.....	Not reported.	.....	.....	.....
Prescott ....	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners No. 1.	356,699	.....	1,115,409	.....	.....	1,472,108
" " No. 2.	511,254	396,774	472,281	.....	.....	1,380,309
Montreal Warehousing Co.	808,413	7,847	643,871	11,009	.....	1,471,140
Ogilvie Flour Mills Co., Ltd.	714,363	.....	.....	.....	.....	714,363
Quebec Harbour Commissioners.	532,184	46,622	.....	.....	.....	578,806
West St. John, N.B.	714,691	9,703	51,594	.....	.....	775,991
Halifax, N.S.	423,483	.....	.....	.....	.....	423,483
Total Public Elevators.	6,547,290	778,719	2,308,155	17,705	.....	9,651,869
Total quantity in store.	8,554,017	4,349,733	3,349,487	168,583	135,265	16,557,085

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended July 11, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard					
No. 1 Northern		231,341	263,073	2,566,823	3,061,237
No. 2 "		121,133	114,755	894,520	1,130,408
No. 3 "		329,900	59,440	1,337,570	1,726,910
No. 4 Wheat		274,189	4,076	923,613	1,201,878
No. 5 "		188,497	7,051	323,612	519,160
No. 6 "		157,547		179,546	337,093
Other		250,992	4,733	321,606	577,331
Totals		1,553,599	453,128	6,547,290	8,554,017
Oats—					
No. 1 C. W.		2,701			2,701
No. 2 "		427,394	55,265	69,878	552,537
No. 3 "		478,953	43,042	46,708	568,703
Ex. No. 1 Feed		342,445	156,247	175,897	674,589
No. 1 Feed		340,227	240,690	196,633	777,550
No. 2 "		1,007,133	139,517	175,667	1,322,317
Other		283,115	54,285	113,936	451,336
Totals		2,881,968	689,046	778,719	4,349,733
Barley—					
No. 3 extra C. W.				1,236	1,236
No. 3 C. W.		464,474	2,510	577,175	1,044,159
No. 4 "		309,581	7,706	1,162,512	1,479,799
Feed		78,109	1,518	74,069	153,696
Rejected		107,647		423,877	531,524
Other		68,212	1,575	69,286	139,073
Totals		1,028,023	13,309	2,308,155	3,349,487
Flax—					
No. 1 Northwestern Canada	62	86,667	2,843	17,705	107,277
No. 2 C. W.		44,943	1,611		46,554
No. 3 "		7,831			7,831
Rejected					
Other		6,119	563		6,682
Imp. Govt.			239		239
Totals	62	145,560	5,256	17,705	168,583
Rye—					
No. 1 C. W.		2,065			2,065
No. 2 "		61,920			61,920
No. 3 "					
No Grade		9,819			9,819
Rejected		6,218			6,218
Other		47,039	1,763		48,802
Totals		127,061	1,763		128,824
Corn			6,441		6,441
Tota quantity in store		5,736,273	1,168,943	9,651,869	16,557,085

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on July 11, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Totals.
	Bushels.	Bushels.	Bushels.
<i>July 11, 1919—</i>			
Terminal elevators.....	1,553,599	4,182,674	5,736,273
Interior terminals.....	453,128	715,815	1,168,943
Public elevators in the East.....	6,547,290	3,104,579	9,651,869
Total.....	8,554,017	8,003,068	16,557,085
<i>July 12, 1918—</i>			
Terminal elevators.....	107,205	6,176,659	6,283,864
Interior terminals.....	225,548	1,343,382	1,568,930
Public elevators in the East.....	3,683,445	5,515,907	9,199,352
Total.....	4,016,198	13,035,948	17,052,146
<i>July 13, 1917—</i>			
Terminal elevators.....	8,220,950	5,933,940	14,154,890
Interior terminals.....	478,144	292,641	770,785
Public elevators in the East.....	3,843,148	7,302,174	11,145,322
Total.....	12,542,242	13,528,755	26,070,997
<i>July 14, 1916—</i>			
Terminal elevators.....	13,196,923	6,965,060	20,161,983
Interior terminals.....	1,049,337	335,047	1,384,384
Public elevators in the East.....	4,609,123	6,319,834	10,928,957
Total.....	18,855,383	13,619,941	32,475,324
<i>July 15, 1915—</i>			
Terminal elevators.....	2,168,364	1,876,026	4,044,390
Interior terminals.....	131,469	127,732	259,201
Public elevators in the East.....	786,647	2,088,090	2,874,737
Total.....	3,086,480	4,091,848	7,178,328
<i>July 14, 1914—</i>			
Terminal elevators.....	2,902,032	3,688,219	6,590,251
Public elevators in the East.....	4,170,728	4,414,199	8,584,927
Total.....	7,072,760	8,102,418	15,175,178

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the Week ended July 11, 1919.**

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
G. T. P., Tiffin, Ont.			67,884	44,950		112,834
Aberdeen Elevator Co., Midland, Ont. .		85,074				85,074
Quebec Harbour Commissioners, Quebec	3,127					3,127
Harbour Commissioners No. 1.	3,128		90,888			94,016
Harbour Commissioners No. 2.	1,564		10,490	172,512	2,212	186,778
Port McNicoll, C.P.R.	—	—	None in store.		—	—
Midland Elevator Co., Midland, Ont. .		600,602				600,602
Depot Harbour, G.T.Ry.		25,000		242,849	24,995	292,844
Total.	7,819	710,676	169,262	460,311	27,207	1,375,275

TRADE WITH POLAND.

(From the May, 1919, issue of Svensk Export, Stockholm.)

As is known Czecho-Slovakia and Poland have for five years been isolated from all connection with foreign countries, and as a result their stocks of all kinds of goods have been exhausted. At present they are in great need of raw materials and manufactured goods. The prices which at present are paid in Poland for most manufactured necessities are very high, and very large imports are needed to supply immediate wants. Those who immediately or in the near future can send such goods to these markets have the best prospects of getting good results and unloading their manufactures at prices corresponding to the high costs of production. This is especially applicable to articles of clothing.

This favourable period will apparently be of short duration, and the opportunity should therefore be grasped without delay.

The hesitation which still prevails as regards entering into regular trade connections with Czecho-Slovakia and Poland is chiefly due to doubt as to whether these countries are able to pay for the purchases made. It is pointed out that the exchange question is still unsettled, and that the possibilities of getting eventual compensation in goods in return is uncertain.

It is clear that as far as larger quantities of compensation goods are concerned, such can hardly be offered immediately until these countries have had time to resume their production after all the devastation which Poland especially has suffered during the war. A certain time must elapse after the opening of trade routes before there can be any large scale export from Poland. To begin with, it will therefore be necessary to sell against payment in the available cash exchange, such as it is, awaiting the foreign quotation of which means granting of credit in the meantime.

The question is then whether there is any great risk in accepting, until further, the Polish and Czechish exchange at a reasonable though low rate of exchange in liquidation of sales made. With the great loans which Poland is now negotiating in Paris, London, and New York the value of Polish exchange will become firm on these markets. Polish exchange can only rise, and this at a rather quick pace, so the risk of those who receive it at present is practically excluded.

TENDERS INVITED.**South Africa.****POSTS AND TELEGRAPHS INDENTS.**

From the office of the Canadian Trade Commissioner in Cape Town, South Africa, there have been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, copies of indents Nos. 197, 198, 199, 200 and 201, issued by the Department of Posts and Telegraphs of the Union of South Africa, and recently transmitted to the High Commissioner for South Africa in London. The requirements represented in these indents include such items as bellows, vices, grips, ladders, pliers, ratchets, spanners, cutters, files, brass, bronze, file cards, celluloid, copper sheets and rods, ivory, lacquer, mica, screws, steel (various kinds), sulphate, wires, hooks, coils, contacts, escutcheons, handles, nuts, fillers, plates, rosettes, washers, transmitters, catches, discs, jacks, plugs, plates, cords, brushes, motors, armatures, cutters, battery boxes, dry cells, pots, mercury, bichromate compound, sulphate of copper, paraffin wax plates, hydrometers, glass jars, arms, brackets, clips, combiners, solutions, and cables. The indents may be seen at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (refer file No. 18271).

SOUTH AFRICAN RAILWAYS AND HARBOURS.

Copies have been received of tender form No. 205, for the supply (as required) of electrical cables and wires, and bare copper wire, for the South African Railways and Harbours during 1920. Tenders close September 1, 1920. Interested Canadian manufacturers may obtain further particulars and copy of tender form upon application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (refer file No. 19607).

FEE FOR TRADE-MARK REGISTRATION IN CHINA.

(United States Commerce Reports.)

A cablegram of June 27 has been received from Consul General Thomas Sammons, Shanghai, stating that from August 1 the Chinese Customs will charge a fee for the provisional registration of trade-marks and patents. From that date a remittance of \$7.50 Mexican must accompany applications from foreign countries. There is no change in the filing procedure.

DEMAND FOR FARM MACHINERY IN THE ENGLISH MIDLANDS.

For all classes of farm machinery there is strong demand in the English Midlands. The local makers of sheep-shearing machines have had a very good season, especially with hand-power machines and blades for replacement. For mowing and harvesting, motor machinery is being readily bought, and there is a fair amount of trade in ploughs and plough-fittings. Excellent motor engines for agricultural purposes are made in the Midlands, but the production is not increasing at all fast enough, and resort is being had to American oil engines.

During the past week a few lawn-mowers, small ones of Canadian manufacture, have appeared in the shops. It is believed that these are not newly imported, but represent stocks which have been held for the rise. They are being offered to the public at about treble the pre-war price, and traders' orders are being filled only in very small proportions. The local output of tinned hollow-ware continues to increase, but imported specialities are scarce.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1679. **Builders' hardware.**—A London firm, claiming long experience in the business, are desirous of securing the agency for the United Kingdom of Canadian manufacturers of builders' hardware, especially locks, hinges, sash fasteners, bolts, and door furniture generally.

1680. **Kitchen cabinets and dish-washing machines.**—A London agent and exporter who has spent some years in Canada is desirous of securing the agency for the United Kingdom and France of a Canadian manufacturer of kitchen cabinets and also of dish-washing machines.

1774. **Exports to Scandinavian countries.**—A well-organized Canadian trading corporation with agencies in London, England; Shanghai, China; Kobe, Japan; Manila, Philippine Islands; Batavia, Java; Semarang, Java; Puerto Plata, Dominican Republic; Havana, Rotterdam, and Paris, is now about to establish a branch in Stockholm, Sweden, under the direction of a Swede who is thoroughly acquainted with trade in Scandinavia and the Baltic Provinces. They will be glad to correspond with Canadian manufacturers interested in exports to Scandinavian countries.

1775. **Produce.**—A Glasgow correspondent seeks agencies of Canadian produce exporters.

1776. **Sugar.**—Inquiry is made by a London firm for names of Canadian manufacturers of sugar, which is required for shipment to Greece.

1777. **Representation.**—A French company desire to obtain the exclusive representation in France of Canadian manufacturers and shippers of frozen meat, glucose, oils, soaps, canned goods (lobster, vegetables, meats, milk, etc.), lard, dried and preserved fruits, jams, etc.

1778. **Picture-frame mouldings.**—A Welsh firm ask for names of Canadian manufacturers of picture-frame mouldings.

1779. **Confectionery, canned fruits.**—A firm at Aberdeen ask to be placed in touch with Canadian manufacturers of chocolates and other confectionery, also canned fruits.

1780. A firm of traders in the Cook Islands, who now do business through San Francisco agents, state that they would prefer doing business in British goods, through British firms, providing prices are right and freight and charges via Auckland, New Zealand, are not in excess of those charged via San Francisco. They desire to establish business relations with buying agents and packing firms in Vancouver, B.C.

1781. **Agricultural products.**—A firm of importers in Havana, Cuba, desire to establish business relations with firms trading in such products as potatoes, Indian corn, hay, forage, etc.

1782. **Butter, cheese, and salted meats.**—A gentleman in Marseilles, France, advises that he is interested in butter, cheese and salted meats.

1783. **Goldbeaters' skin.**—An old-established firm in London, England, are desirous of obtaining a good agency for goldbeaters' skin.

1784. **Provisions.**—An importer in Mauritius desires c.i.f. Mauritius quotations on provisions of all kinds suitable for the Mauritius market.

1785. **Purchases for Costa Rica.**—A firm in Costa Rica are interested in the purchase of general provisions, groceries and hardware, shoemakers' materials, leather and skins.

1786. **Starch and confectionery.**—A firm of produce brokers of long standing in Liverpool, England, desire to represent some Canadian manufacturers of glucose, starch, chocolates and sweets for sale in England. References.

1787. **Provisions, wheat flour, canned goods.**—A purveyor for some large mines in Oruro, Bolivia, is interested in establishing relations with Canadian exporters of all provisions and such commodities as wheat flour, canned goods, etc. He says: "I will shortly establish a technical section which will be in charge of a machinery plant for mines, minerals, crushing plant, etc." References.

1788. **Dress fasteners.**—A Birmingham firm require dress fasteners in black and white, about $\frac{1}{2}$ -inch to $\frac{3}{4}$ -inch, similar to those previously furnished by Germany. Samples have been sent to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1789. **Tinned wire twill.**—A sample of tinned twill 30-inch by 30-inch, 34 swg., has been sent to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, for the inspection of any Canadian manufacturer in a position to supply same to a firm of Birmingham importers.

1790. **Food products.**—A broker in Birmingham desires to represent Canadian exporters of foodstuffs, especially packed varieties, in this country.

1791. **Woodenware.**—Manufacturers of household woodenware are asked to communicate with a firm in Birmingham.

1792. **Hardware.**—A concern in the Midlands would be glad to hear from Canadian hardware manufacturers.

1793. **Tube strips.**—A Birmingham importer desires quotations on 25-ton lots of tube strips in each of the following sizes: $3\frac{1}{4}$ -inch by 10 g., $3\frac{1}{2}$ -inch by 8 g., $4\frac{1}{2}$ -inch by 7 g., $4\frac{3}{4}$ -inch by 9 g., and $2\frac{7}{8}$ -inch by 9 g. Also on 100-ton lots of each of the following sizes: $5\frac{1}{2}$ -inch by 7 g., 6-inch by 9 g., $6\frac{1}{2}$ -inch by 6 g., $6\frac{3}{4}$ -inch by 8 g., $7\frac{1}{4}$ -inch by 5 g.m., $8\frac{1}{4}$ -inch by 8 g. The above in iron and steel, and if possible delivery to be to works between Birmingham and Wolverhampton. State delivery.

1794. **Plates and sheets.**—Canadian steel manufacturers are requested to send quotations to a Birmingham firm on the following: soft steel plates $1\frac{1}{16}$ -inch by $\frac{3}{4}$ -inch, sizes from 20-inch by 18-inch to 4-foot by 3-foot 6-inch, sheets to be $18\frac{1}{2}$ -inch wide to $36\frac{1}{2}$ -inch by 6-foot to 10-foot lengths—in 10-ton parcels.

1795. **Cold rolled (bright) strips.**— $7\frac{1}{4}$ -inch, $7\frac{3}{4}$ -inch, $8\frac{1}{4}$ -inch by .112 or $\frac{1}{8}$ -inch thick, in straight lengths, the lengths being immaterial. Quotations on 20-ton lots per size as above wanted by a firm in Birmingham.

1796. **Mattress wire.**—A Birmingham firm desire quotations from Canadian manufacturers of mattress wire in coils in $22\frac{1}{2}$ and 23 gauge, tinned for weaving—100-ton lots of each size.

1797. **Soft link wire.**—A Birmingham firm desire quotations on 25-ton lots of each of the following sizes of galvanized soft link wire, 11, 12 and 13 gauge; also the same coppered.

1798. **Hard spring wire.**—Quotations on this wire 25-ton lots each size, galvanized, 11, 12 and 13 w.g., also some coppered, wanted by a Birmingham importer.

1799. **Steel billets.**—Quotations wanted, 1,000 tons of each size—sizes as follows: 2-inch, $2\frac{1}{2}$ -inch, 3-inch, $3\frac{1}{2}$ -inch, and 4-inch width. Also 1,000 tons of 7-inch by $\frac{1}{2}$ -inch.

1800. **Wire drawing rods.**—A Birmingham firm require anything up to 1,000 tons of wire drawing rods, No. 5.

1801. Iron rounds.—A firm in Birmingham would be glad to hear from Canadian manufacturers of iron rounds. They want 100 tons of each of the following sizes: $\frac{1}{2}$ -inch, $\frac{3}{4}$ -inch, $\frac{5}{8}$ -inch, $\frac{11}{16}$ -inch, $\frac{3}{4}$ -inch, $\frac{13}{16}$ -inch, $\frac{7}{8}$ -inch, $\frac{15}{16}$ -inch and 1-inch. All sizes to be $\frac{3}{8}$ -inch full.

1802. Dowels.—Will Canadian manufacturers of dowels kindly communicate with a Birmingham importer of same?

1803. Salmon and halibut.—A Birmingham fish merchant would be glad to hear from Canadian exporters of frozen and chilled salmon and halibut; the fish is preferred chilled.

1804, 1807.—Chilled chickens are wanted by two concerns in Birmingham.

1805. Salmon and Halibut.—A Birmingham importer would like to get in touch with Canadian exporters of frozen and chilled salmon and halibut. This importer prefers frozen.

1806. Salmon and halibut.—Frozen, required by a Birmingham firm.

1808. Eggs.—A firm in the Midlands would be glad to get into touch with a Canadian packer and exporter of eggs.

1809. Canned goods.—Canadian exporters of canned goods are requested to communicate with a firm in the Midlands.

1810. Girders and tank plates.—Any Canadian manufacturers in a position to export girders and tank plates are requested to send quotations c.i.f. Bristol or Liverpool to a firm in Birmingham. Tank plates $\frac{1}{4}$ -inch to 1-inch.

1811. Canned goods.—Canned goods of all kinds are required by a firm in Birmingham.

1812. Grey pig-iron.—A Birmingham manufacturer requires grey pig-iron for foundries and forgings work; to contain 1 per cent maximum of phosphorus, 1 to 2 per cent minimum of silicon, .04 per cent maximum of sulphur, 1 per cent manganese and 3.5 per cent carbon.

1813. Steel billets.—A Birmingham firm would be glad to hear from Canadian manufacturers of steel billets, mostly 2-inch and 3-inch, and also $1\frac{1}{2}$ -inch to $1\frac{3}{4}$ -inch square.

1814. Sheet bars.—A firm in Birmingham desire to import sheet bars 7-inch, 8-inch and 9-inch, rolled to weights per foot.

1815. Wire rods.—Wire rods of 6-wire gauge required by a firm in Birmingham.

1816. Plates and angles.—A Midland firm asks for Canadian quotations on 600 tons of plates and 300 tons of angles and frame angles for a 2,700-ton boat, dead-weight. Also on 370 tons of plates and 130 tons of angles and frame angles; delivered Gothenburg, Sweden.

1817. Light railway equipment.—A Birmingham gentleman who is organizing a company which is arranging to give very large credits to certain continental countries desires to represent some good Canadian companies who can supply anything in connection with light railways of 24-inch gauge, such as sleepers, rails, carriages, signal apparatus, interior fittings for carriages, springs, castings, bolts, nuts, wire nails, window glass, wheels, axles, expanding metal for concrete reinforcing, oils, paints, machine tools, etc. He is willing to act as agent and can purchase outright as well.

1818. Sole leather.—A Birmingham firm desires to import from Canada hemlock and oak sole leather, 10- to 14-pound bends, for the repair trade.

1819. Rubber overshoes.—A firm in Birmingham would be glad to hear from Canadian manufacturers of rubber overshoes.

1820. Cycles, parts and accessories.—A Bristol importing house desires to get in touch with Canadian manufacturers of cycles, cycle frames, and cycle accessories, e.g., chains, chain wheels and cranks, bells, gas lamps, cycle and motor horns, and all requirements for the cycle trade; also mud-guards, a sample of which has been sent to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, and can be inspected by interested parties.

1821. **Motor goods** of all kinds are wanted by a Bristol firm.

1822. **Motor tires**.—Canadian manufacturers are asked to communicate with a Bristol house.

1823. **Small lathes**.—A firm in Bristol requires small lathes with a 5-inch to 8-inch centre.

1824. **Small shapers and drilling machines**.—A Bristol firm would be glad to hear from Canadian manufacturers of small shapers and drilling machines.

1825. **Bright steel bars**.—A firm in Bristol desires to be put in touch with Canadian manufacturers of bright steel bars, $\frac{3}{4}$ -inch up to 5-inch diameter.

1826. **Bright steel squares, flats and hexagons** are required by a Bristol firm.

1827. **Pulleys**.—Canadian manufacturers of pulleys either of wood or steel are requested to communicate.

1828. **Shaft fittings**.—A Bristol firm would be pleased to hear from Canadian manufacturers of shaft fittings.

1829. **Malleable iron fittings**.—A Bristol importing house desire to purchase malleable iron fittings, tapped British standard gas thread, for use on wrought-iron or steel piping for gas, water or steam purposes. Fittings in size $\frac{1}{4}$ -inch up to 4-inch in diameter, and consist of elbows, tees, sockets, flanges, nuts and nipples, etc. Made in beaded and plain and in black and galvanized.

1830. **Stoves**.—A Bristol firm desire to receive catalogues, prices, discounts, terms, etc., from Canadian manufacturers of stoves.

1831. **Wire nails**.—A Bristol firm are in a position to purchase wire nails.

1832. **Iron enamelled baths and fittings**.—These are required by a Bristol concern.

1833. **Canned goods**.—A Bristol firm would be glad to hear from Canadian manufacturers of canned goods of all kinds.

1834. **Clothespegs**.—Canadian manufacturers with clothespegs for export are asked to communicate with a firm in Birmingham.

1835. **Paper**.—A Bristol firm desire to be put in touch with Canadian paper manufacturers in a position to export toilet rolls, wrapping, news, and vegetable parchment papers.

1836. **Cod**.—A Birmingham fish merchant has expressed a desire to receive a trial shipment of dried cod.

1837. **Carbonic acid gas**.—A large importer of carbonic acid gas in Port-of-Spain, Trinidad, would like to get supplies of oxygen and acetylene gas from Canada.

1838. **Bacon and hams**.—A Cape Town commission firm covering all centres of the Union and Rhodesia, are prepared to take up a Canadian agency for bacon and hams.

1839. **Cheddar cheese**.—A South African commission house specializing in food-stuffs and represented in all centres ask for the representation of a Canadian cheddar cheese manufacturer or shipper.

1840. **Agencies**.—A Cape Town commission house making a specialty of the wholesale grocery trade are prepared to take up Canadian agencies in canned goods and grocers' lines of any kind.

1841. **Stills**.—A South African firm of distillers are open to purchase "Patent stills" of the Coffey type.

1842. **Agencies**.—A Johannesburg firm of commission agents seek the representation of any Canadian export line except machinery or dry goods.

1843. **Agencies**.—A Johannesburg firm of commission agents offer their services as representatives of Canadian firms seeking export to South Africa, on such lines as paper, canned goods, foodstuffs, woodenware, hardware all kinds, and agricultural implements.

1844. **Imitation leather papers**.—A firm in the north of England wishes to ascertain if imitation leather papers are being manufactured in Canada, and in that case invites samples and prices.

1845. Representation.—Experienced commercial man with office in London, England, contemplates a journey in August to the following places abroad: Great Britain, Glasgow, Liverpool, Manchester, London; France, Boulogne, Le Havre, Paris; Norway, Christiania; Denmark, Copenhagen; Sweden, Stockholm. Brokerage connections or direct agencies are desired in the following lines: canned fruits, canned vegetables, jams, dried apples, beans, condensed milk, corn syrup, glucose, starch, macaroni, canned salmon. Satisfactory arrangements as to credit or payment of accounts will be made for all business confirmed.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan in July. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over

the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 **R.S.**—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 **R.S.**—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 **R.S.**—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, hardware and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 **R.S. Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

MARKET FOR SOAP IN SWEDEN.

(Leo H. Strauss, in United States Commerce Reports.)

The manufacture of soap in Sweden has been seriously handicapped during the past few years, due to the lack of fats. At present, however, domestic production is sufficiently advanced to take care of the market for toilet soaps. As regards laundry soap, there is a considerable market in Sweden for the importation of this commodity.

It being necessary to have cocoanut oil for the manufacture of laundry soap, and the quantity of this oil obtained by Swedish manufacturers being negligible, the needs of the Swedish market must be satisfied by outside sources. At present the only imports are received from England, with possibly a small share from America. A conservative estimate of the consumption of laundry soap in Sweden places the figure at 4,000,000 kilogrammes (8,818,400 pounds) per year. The duty is very low, being 10 ore per kilogramme, which is a fraction more than 1 cent per pound.

STEAMSHIP SERVICE BETWEEN MONTREAL AND ANTWERP.

Canadian shippers and manufacturers are advised that the steamship *War Beryl*, of the Canadian Pacific Ocean Services, Limited, will make her second voyage from Montreal to Antwerp about July 29. Immediate application should be made for shipping space.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.**MONTREAL TO LIVERPOOL.**

Melita, C.P.O.S. Line, about July 24; *Rimouski*, White Star-Dominion Line, about July 25; *Canadian Ranger*, Can. Govt. Merchant Marine, Ltd., about July 26; *Canada*, White Star-Dominion Line, about August 2; *Scotian*, C.P.O.S. Line, about August 6; *Scandinavian*, C.P.O.S. Line, about August 7; *Minnedosa*, C.P.O.S. Line, about August 8; *Grampian*, C.P.O.S. Line, about August 13; *Metagama*, C.P.O.S. Line, about August 14.

MONTREAL TO LONDON.

Mattawa, C.P.O.S.-Furness Line (C.P.O.S.), about July 24; *Verbania*, Cunard Line, about July 25; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about July 25; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about July 26; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about July 27; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about July 30; *Mottisfont*, C.P.O.S.-Furness Line (C.P.O.S.), about August 2.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about July 29.

MONTREAL TO GLASGOW.

Holbrook, C.P.O.S. Line, about July 26; *Saturnia*, Anchor-Don. Line, about August 13; *Cassandra*, Anchor-Don. Line, about August 20.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Sicilian, C.P.O.S. Line, about July 24; *Turcoman*, Dominion Line, about July 31.

MONTREAL TO MANCHESTER.

Manchester Corporation, Manchester Liners, about August 2; *Manchester Hero*, Manchester Liners, about August 9.

MONTREAL TO HULL.

Sidlaw Range, Furness Line, about July 24.

MONTREAL TO LEITH.

Cairnmona, Thomson Line, about July 25.

MONTREAL TO DUSTON.

Cairnvalona, Thomson Line, about July 28.

MONTREAL TO DUBLIN.

Ramore Head, Head Line, about July 25.

MONTREAL TO BELFAST.

Fanad Head, Head Line, about July 25.

MONTREAL TO ST. NAZAIRE (FRANCE).

Cape Corso, Can.-French Line, about August 20.

MONTREAL TO HAVRE (FRANCE).

Lord Dufferin, Canadian-Trans-Atlantique Line, about August 1; *California*, Canadian-Trans-Atlantique Line, about August 9.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.

New Brunswick, Elder-Dempster Line, about July 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).

Kumara, New Zealand Shipping Co., about August 2.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaleur, Royal Mail Steam Packet Co., about July 25.

From Victoria.

VICTORIA TO UNITED KINGDOM PORTS (VIA PANAMA CANAL).

Astyanax, Blue Funnel Line, about July 30.

VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Protesilaus, Blue Funnel Line, about September 2.

VICTORIA TO YOKOHAMA, KOBE, MOJI, MANILA, AND SINGAPORE.

Mexico Maru, Osaka Chosen Kaisha, about July 29.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA, AND HONG KONG.

Kashima Maru, Nippon Yusen Kaisha, about August 5.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915-1916.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Port of Bridgetown, Barbadoes. (See p. 197.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, July 28, 1919.

No. 808

POWER ALCOHOL PRODUCTION AND UTILIZATION IN THE UNITED KINGDOM.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, July 2, 1919.—In the past the United Kingdom has lagged behind many other countries in the utilization of industrial alcohol, both for motive and various industrial purposes, main reasons being the existence of various official restrictions, and also heavy taxation; and although, resulting from representations made from numerous manufacturers, the feasibility of removing these deterrents had been the subject of Government inquiry, very little alleviation was granted.

As, however, in so many other cases, the war has largely altered opinion, both official and public.

The enormous increase in the demand for fuel for road motoring, now supplemented by the additional requirements of aircraft, which has caused the great advance in the cost of petrol and other spirit, combined with the fact that natural supplies of petrol are, as far as is known, limited, and most of the deposits are located outside of the British Empire, chiefly caused the Government to appoint in October last an Inter-Departmental Committee to inquire into the suitability of industrial alcohol being employed as a substitute. The composition of the committee is as follows:—

Sir Boverton Redwood, Bart. (Chairman)
(nominated by the Petroleum Executive),

Major Aston McNeill Cooper-Key, C.E.
(nominated by the Home Secretary),

Arnold Philip, Esq., Admiralty Chemist
(nominated by the Admiralty),

H. F. Carlill, Esq., Industrial Power and Transport Department
(nominated by the Board of Trade),

Professor Charles Crowther
(nominated by the Board of Agriculture and Fisheries),

Dr. J. H. Hinchcliff, Department of Agriculture and Technical Instruction, Ireland
(nominated by the Irish Office),

Colonel Sir Frederic L. Nathan, K.B.E.
(nominated by the Ministry of Munitions),

*H. W. Garrod, Esq.
(nominated by the Ministry of Reconstruction),

Sir H. Frank Heath, K.C.B.
(nominated by the Scientific and Industrial Research Department),

Horace Wyatt, Esq.
(nominated by the Imperial Motor Transport Council),

Sir Frederick W. Black, K.C.B.,

Professor Harold B. Dixon, C.B.E., F.R.S.,

Brig.-Gen. Sir H. Capel L. Holden, K.C.B., F.R.S.,

Dr. W. R. Ormandy, and

E. S. Shrapnell-Smith, Esq., C.B.E. (Secretary)
(nominated by the Petroleum Executive),

Sir James Johnston Dobbie, F.R.S.
(nominated by the Chancellor of the Exchequer).

* Nomination altered during Paris Peace Conference to Ralph Walter, Esq.

The report of this committee which was presided over by the late Sir Boverton Redwood, Bart., the recognized authority upon petroleum, has now been issued, and it is of special interest to Canada, because not only have certain Canadian manufacturers recently been investigating the possibilities of securing a regular and con-

siderable export outlet for industrial alcohol, but, as is shown in the report, Canada possesses important quantities of several of the raw materials which are suggested by the committee as the most suitable and economical for the production of what they suggest in the future be known as "power alcohol."

It will be known that, resulting from war measures, Canada now possesses plants capable of manufacturing very large quantities of alcohol, and it will be noted in the report that one of the witnesses examined by the committee was a Canadian authority, and the effect of his evidence is reflected in the report itself.

The committee appointed included representatives of all the Government departments associated with transportation and other likely utilization of power alcohol; and also a number of well-known scientific authorities, and the terms of reference upon which they were asked to consider and report were as follows:—

"1. The various available sources of supply of alcohol, the methods of manufacture, and the cost of the product.

"2. The suitability of alcohol, either alone or in admixture with solid, liquid or gaseous combustible substances, for use in internal-combustion engines, and the modifications of the existing types of such engines which may be necessary to the attainment of efficiency.

"3. The question of denaturing the alcohol, and the alterations to be made in the present excise arrangements."

The report itself is comparatively short, and as it contains practically nothing that can be left out without impairing the value of the investigation, it seems advantageous to reproduce it in its entirety, which is as follows:—

Report of the Inter-Departmental Committee on Various Matters Concerning the Production and Utilization of Alcohol for Power and Traction Purposes.

The cessation of hostilities shortly after our appointment made it desirable that we should so order the course of our proceedings as to enable us to carry the work as rapidly as might be to the point at which it would become possible to present a progress report covering generally the terms of reference. That point has now been reached, and we, accordingly, record our conclusions and recommendations, the adoption of which we consider to be necessary if alcohol and mixtures of alcohol, with ether or with hydrocarbons, are to be brought into use for power and traction purposes as fuels alternative to petrol.

COURSE OF PROCEEDINGS.

2. We decided, for the reasons stated above, to divide the work entrusted to us between two sections, each to report to the committee on the specified matters remitted to it. One of these sections studied the subject of "production," whilst the other dealt with that of "utilization."

Colonel Sir Frederic L. Nathan was chairman of the production section, which was asked to report on the following matters: (a) Waste lyes from sulphite wood-pulp factories; (b) wood, including saw-dust and other wood-waste; (c) peat; (d) bracken, and other vegetation; (e) the mahua and other trees; (f) potatoes, maize, beet, molasses, and other alimentary substances; (g) seaweeds; (h) synthesis; (i) ferments; (j) denaturants; (k) residuals.

Brigadier-General Sir H. Capel L. Holden was chairman of the utilization section, which was asked to report on any necessary action under the following sub-headings: (a) Admixture of alcohol with other fuels in order to permit efficient use in existing internal-combustion engines; (b) devices and fittings, such as special primers and carburettors; (c) adaptation of existing engines by structural alteration; (d) determination of rate of propagation of flame in alcohol and alcohol mixtures, as compared with petrol; (e) comparative bench-tests; (f) designs for and tests of

“all alcohol” engines; (g) determination of effect, if any, of the products of combustion of alcohol upon engine-parts; (h) initiation and supervision of the commercial-scale, experimental use of alcohol under service conditions on the highway; (i) formulation of schemes for the marketing and distribution of alcohol mixtures; (j) propaganda directed to educate potential consumers, and to ensure the creation of correlated and complementary interest and support.

Preliminary reports from the sections have been received and discussed by us.

3. Apart from our work in sectional meetings and sub-committees, we have held six meetings of the full committee and examined ten witnesses, including one witness each from Canada, India, and South Africa. Four of the witnesses spoke from personal experience of the production, adaptation and successful utilization of alcohol motor-fuel, as a substitute for petrol, for traction or other power purposes.

We have also addressed certain inquiries to: (a) the Munitions Board of India; (b) the Honorary Advisory Council for Scientific and Industrial Research, Ottawa; (c) the Advisory Council for Science and Industry, Melbourne; (d) the South African Scientific and Technical Committee, Pretoria.

4. We have studied the report and recommendations of the Departmental Committee on “Industrial Alcohol” appointed by the Chancellor of the Exchequer in the year 1904, and we direct attention to the unanimous opinion expressed by that committee in paragraph 30 of the report presented to both Houses of Parliament in February, 1905, as follows:—

“Any question, therefore, of the use of spirit for motor vehicles will be one of price, and as at present the price of petrol is about half the price of methylated spirit, we think that close investigation of the matter may be delayed until such time as there may be an approximation between the prices of petrol and spirit sufficient to create a practical alternative of choice between the two.”

It is clear to us that conditions fulfilling the anticipations of the departmental committee of 1904 are in sight.

5. We have received reports to the effect that some sections of the community believe that the words “industrial alcohol” refer to an inferior spirit for drinking purposes. We recommend, therefore, that all alcohol for power or traction purposes should be described as “power alcohol,” and we invite all interested traders to adopt that course, subject to the later detailed provisions which we suggest in paragraph 13 of our report. This description has already been adopted in Australia.

6. To the enormous growth of road motoring during recent years, especially in the United States, there will now be added to the requirements of high-grade petrol for aeroplanes and airships, to which no limits can be assigned.* We have also had evidence that the sale price of petrol to the public in America rose 200 per cent between 1914 and 1918. Whilst it is impossible for us to forecast the development of total petrol consumption for all countries and all purposes, facts are not wanting to indicate the likelihood in the not distant future of so great a pressure of demand as to cause at any rate a very high level of prices, and we are satisfied that close investigation should now proceed with the object of providing alternative supplies of motor-fuels derived from new or supplementary raw materials.

* The petrol consumptions and annual increases in the United States alone have, for all purposes, been as under:—

Year.	Total Consumption.	Increase over previous year.
	Imp. Gals.	Imp. Gals.
1914..	1,200,000,000	—
1915..	1,400,000,000	200,000,000
1916..	1,680,000,000	280,000,000
1917..	2,320,000,000	640,000,000
1918..	2,680,000,000	360,000,000

The reduction in rate of increase during the year 1918 was on account of civilian economies to make provision for war requirements. The 1919 increment promises to exceed that for 1917.

We are satisfied that the time has come for Government action, which should pay due heed to both current and prospective prices for petrol, or other petroleum products, benzol, and alcohol motor-fuel or its admixtures.

RESEARCH AND EXPERIMENTS.

7. Professor H. B. Dixon has undertaken at our request the direction in an honorary capacity of a scheme of experimental research in the Chemical Laboratories of Manchester University. The completion of this research, the object of which is to provide accurate data concerning the behaviour of alcohol, alcohol-benzol, alcohol-ether, and other alcohol-mixture vapours on their combustion with different volumes of air, and with varying percentages of water and denaturants, is estimated to occupy a further period of at least six months.

The necessary expenditure on apparatus, staff, and sundries for this work was generously met by the Royal Automobile Club and the Commercial Motor Users Association jointly.

8. We carried through, with the concurrence of Professor Sir John Cadman, director of H.M. Petroleum Executive, the necessary arrangements with the Lords Commissioners of H.M. Treasury, the Board of Customs and Excise, and the Board of Directors of the London General Omnibus Company, Limited, for a practical trial over a period of about 26 weeks of alcohol-benzol and alcohol-benzol-petrol mixtures in one complete fleet of motor omnibuses. The company has undertaken to make various incidental bench and other tests for our information, and to place its full records, including comparative results with other fuels, at the disposal of the State. The difference in price between the actual cost under war conditions of the alcohol used for this experiment and the price which the company would have paid for equivalent petrol, was borne by the funds of H.M. Petroleum Executive.

The directors of the London General Omnibus Company, Limited, in acceding to our request to afford facilities for a large-scale trial in London under daily-service conditions, and under our supervision, have afforded us an unequalled opportunity of acquiring for public use records of great importance in their bearing upon future transport developments, and we desire to take this opportunity of recording our appreciation of their public-spirited action.

This commercial-scale trial is now proceeding.

FUTURE SYNTHETIC PRODUCTION.

9. We have received exhaustive technical evidence from representatives of the Ministry of Munitions concerning the investigations made by them during the war in respect of the extraction of ethylene from coal and coke-oven gases, and concerning quantitative results so obtained. Lord Moulton, in his capacity as director-general of the Explosives Department of the Ministry, sat with us at one of our meetings when this subject was specially considered in relation to future output, the synthetic conversion of the ethylene into ethyl alcohol, and the estimated costs of the processes involved.

The testimony of witnesses and records of work done indicate that there is thus available in Great Britain a large potential source of power alcohol, but further investigations are necessary in this connection, particularly as regards the conversion of the ethylene into alcohol, before definite figures as to quantities and price can be given.

VEGETABLE SOURCES.

10. The outstanding and fundamental attraction of alcohol motor-fuel as a substitute for any fuel necessarily derived from coal or oil deposits lies in the fact that, on account of its chief sources being found in the vegetable world, supplies of raw material for its manufacture are being continuously renewed and are susceptible of great expansion without encroachment upon food supplies.

We are of opinion that steps should be taken to ensure increased production of power alcohol by the extended use of the vegetable matters from which it may be obtained. Important materials of this nature are: (1) Sugar-containing products, such as molasses, mahua flowers, sugar-beet and mangolds; (2) starch or inulin-containing products, such as maize and other cereals, potatoes and artichokes; and (3) cellulose-containing products, such as peat, sulphite wood-pulp lyes and wood.

We have been unable to obtain comprehensive estimates of the world's production of molasses, although we have been furnished with statistics concerning the total quantities shipped from various countries, but there is evidence that large quantities produced in numerous sugar-growing areas are allowed to run to waste.

We have received interesting evidence from the director of commerce and industries to H.E.H. the Nizam of Hyderabad (Deccan) concerning achieved production costs and yields of power alcohol from the flowers of the mahua tree (*Bassia latifolia*), which flourishes in the central provinces as well as in Hyderabad. The witness stated that the sun-dried flowers of this tree contain on the average 60 per cent by weight of fermentable sugar, that they can be collected and delivered to the factory in the zone of growth at £1 10s. per ton, and that the yield on proper fermentation and distillation is found to be about 90 gallons of alcohol (95 per cent by volume absolute) per ton. He further stated that the flowers can be pressed, packed, exported, and stored for long periods without deterioration. We also understand that cultivation of the mahua tree has not as yet been attempted, and that there may, therefore, be possibilities of increased production of flowers by cultural treatment.

The large-scale cultivation of maize and other cereals as raw material for the manufacture of power alcohol has admitted possibilities, as to the full extent of which we have been unable to complete our inquiries, but it would appear that prospective production of alcohol from these sources in the overseas Dominions and other parts of the Empire is encouraging both as regards quantities and cost.

Seeing that one ton of potatoes yield only 20 gallons of 95 per cent alcohol, while the yield from artichokes is only very slightly higher, we are of opinion that, having regard even to the pre-war prices of potatoes and artichokes in the United Kingdom, power alcohol cannot be produced in this country from these sources on a commercial basis except under some system of State subvention. Similar considerations apply also to the sugar-beet and mangold crops.

No satisfactory method for the utilization of peat as an economic source of power alcohol has been brought to our notice. We are, however, of opinion that in connection with researches into the use of peat for various purposes its potential value as raw material for the manufacture of such alcohol should not be overlooked.

We are of opinion that, so far as vegetable sources of raw material for the manufacture of power alcohol are concerned, we must rely mainly, if indeed not entirely, on increased production in tropical and sub-tropical countries.

DENATURANTS AND DENATURING.

11. We have received a valuable report from the Government chemist, Sir James J. Dobbie, upon practices usual in all countries to effect the denaturing of alcohol so that it shall be unfit for human consumption and proof against illicit purification to render it potable. It appears to us, however, that as regards the United Kingdom new conditions would arise if the market price of petrol were to remain permanently as high as that of denatured power alcohol, or approximately as high.

The use of alcohol as a fuel for power or traction purposes in the United Kingdom has not been commercially practicable hitherto, by reason of the high price compared with that of petrol. Since the denaturing process now in use admittedly increases the cost, sometimes by as much as 6d. per gallon, the increase should be restricted as much as possible by reducing the proportion of the principal denaturant, wood-naphtha. In all cases of approved use for power or traction purposes, where the user gives bond, the

proportion of wood-naphtha in the power alcohol might be substantially diminished, the difference being made up, wholly or partially, by petrol, benzol, or other gaseous substance, supplemented by a small quantity of methyl violet as colouring, but in our opinion a further deterrent can be provided by the imposition of much heavier penalties than those now sanctioned by law for evasion of the spirits duty in any case of illicit purification of power alcohol to render it potable.

The lowest attainable cost for denaturing power alcohol should be officially recognized as an important consideration, in addition to the necessity of securing a non-potable spirit and protecting the revenue against fraudulent practices.

We recommend that every effort should be made by research and practical trial to provide a denaturant or alternative denaturants—e.g., formaldehyde, pyridine and tobacco oil—the employment of which will be effective in the smallest possible quantities and at the lowest possible cost per gallon of power alcohol.

We are of opinion that, when denaturing operations are carried out at any transport depot or yard, the existing regulations of the Board of Customs and Excise should be relaxed to permit the necessary volumetric mixings to be made in any suitable tank or other storage vessel, notwithstanding the fact that such vessel may still contain power alcohol previously denatured, provided that no refilling supplies for vehicles are drawn during the operations nor until after the new mixing is completed to the satisfaction of any officer of the Board in attendance.

FACILITIES FOR IMPORTATION AND DISTRIBUTION.

12. Our attention has been directed to the possibility at no distant date of the importation from Canada, India, and South Africa into this country of power alcohol shipped in tank steamers. This proposal is obviously in part dependent upon the provision of adequate storage facilities at the ports of arrival, and it is our opinion that no impediment should be placed in the way of manufacturers or importers who seek to promote such new developments of fuel supply. If power alcohol is denatured to an approved specification before landing in this country, it appears to us to be superfluous to impose the usual bonded warehouse rules and regulations upon those who store and handle it after landing, although we are agreed that special rules will have to be observed.

Other witnesses have pointed out the advantages of the transportation of power alcohol by rail or road in tank-wagons instead of drums, barrels, or other small containers. This proposal is one of more immediate interest. The London motor-omnibus trial has already produced an application for permission to convey power alcohol by road in tank-wagons, although the London General Omnibus Company, Ltd., at the suggestion of the Board of Customs and Excise, did not press the request. We are of opinion that the use of rail or road tank-wagons of the usual construction, or of any other type approved by the Board of Customs and Excise, should be allowed for the purpose in question, under seal if the alcohol be undenatured, and that the extension of such methods of conveyance should be facilitated by all concerned.

We recommend that, having regard to the exemption of home-produced benzol and shale motor-spirit from the motor-spirit tax (excise), power alcohol when produced in the United Kingdom be correspondingly exempted, and that, having regard to the scope for earlier large production in the Empire overseas, importation of power alcohol be permitted free of duty.

13. All sales and deliveries of power alcohol should be made on the basis of a certified percentage by volume of absolute ethyl alcohol, with a minimum of 90 per cent at a temperature of 62 degrees F.

We are of the opinion that in denatured alcohol, or in admixtures of alcohol, benzol, ether, petrol, or the like, sold as power alcohol, the ratio of water to alcohol after admixture should not exceed one part by volume of water to nine parts by volume of alcohol measured at ordinary temperatures.

We further consider that when benzol, ether, petrol, or the like, are mixed with alcohol in quantities in excess of those which may be legally required as partial denaturants the nature and amounts per cent by volume of such components should be plainly stated on the containers of such mixtures and on the contracts sales-notes and invoices dealing therewith.

FUTURE STATE ACTION TO DEVELOP PRODUCTION AND FOSTER UTILIZATION.

14. We have, in a preceding paragraph (No. 10) referred to the basic difference between alcohol on the one hand and benzol, petrol, or other petroleum products on the other—a difference which has not as yet been properly appreciated—i.e., the fact that the chief raw materials for the production of the former can be renewed and are susceptible of great expansion, whilst those from which the latter are derived are limited to deposits, definite in extent, that cannot be renewed. Furthermore, as power alcohol is miscible with water in all proportions, its use affords greater safety from fire than does the employment of benzol, petrol, or other petroleum products. We consider that these two factors should be regarded as sufficient grounds in themselves to justify State action in fostering the production and utilization of alcohol for power purposes.

The work of the sections, so far as it has been carried, has been sufficient to show the complex and far-reaching character of the problem, and has convinced us that it can only be handled adequately by concerted Government action.

We think that the development of the alcohol industry cannot be left entirely to the chances of private enterprise, individual research and the ordinary play of economic forces. No doubt in the long run, after a tedious process of trial and error, alcohol would find its proper place as a power fuel, but only with the maximum of friction, great fluctuations in price and serious waste of time, money and energy. The situation needs to be watched continuously, and measures taken from time to time to ensure a smooth and rapid adjustment of supply to demand.

15. We are of opinion that the question of State action to educate the public concerning the merits of power alcohol and mixtures of that fuel, by demonstrating, through the agency of series of lectures and exhibitions, or other appropriate means, the manner in which these alternative fuels can be best applied as sources of power in motor-vehicle and stationary engines, should be seriously considered.

16. It is amply evident that any further investigations concerning the production of power alcohol should include an examination into the necessity for revision of the statutory regulation that the specific gravity of distillers' wort before fermentation must be ascertained by means of the saccharometer.

It is equally essential that the necessity to allow fermentation and distillation to proceed simultaneously in the same building, and to allow continuous distillation, should receive early consideration.

GENERAL RECOMMENDATIONS.

17. We are of opinion that the time has come for action by the Government to ensure close investigation of the questions of production and utilization, in all their branches, of alcohol for power and traction purposes.

In the British Empire there are vast existing and prospective sources of alcohol in the vegetable world, although in the United Kingdom itself production from these sources is now and is likely to remain small, but synthetic production in this country in considerable quantities, especially from coal and coke-oven gases, is promising.

As the price of alcohol for power and traction purposes, to which we propose the name of "power alcohol" should be given, must be such as to enable it to compete with petrol, it is essential that all restrictions concerning its manufacture, storage,

transport and distribution should be removed so far as possible, consistent with safeguarding the revenue and preventing improper use, and that cheap denaturing should be facilitated.

We recommend that an organization should be established by the Government to initiate and supervise experimental and practical development work, at home and overseas, on the production and utilization of power alcohol, and to report from time to time for public information on all scientific, technical and economic problems connected therewith. This organization should be permanent, have at its disposal the funds necessary for its investigations, be in close relation with the various Governments of the Empire, and be so constituted as to be able to deal with alcohol in conjunction with other fuels which are or may become available as a source of power.

*18. Finally, we are of opinion that steps to facilitate the production and utilization of power alcohol in the United Kingdom can in no circumstances be taken, nor arrangements for such development carried into effect, unless provisions and alterations of the kind we recommend in our report are made in advance of the time when an acute recurrence of high prices for motor-fuels may otherwise call for action too late for it to be effective.

19. We cannot conclude our report without expressing our deep regret at the loss of our chairman, who had taken the keenest interest in the whole of the proceedings. His death occurred the day before our meeting to consider the final draft of this report, with the terms of which we have reason to know he was in complete accord.

THE FISH TRADE IN THE BRISTOL DISTRICT.

TRADE COMMISSIONER NORMAN D. JOHNSTON.

KINDS OF FISH IN DEMAND.

Frozen Salmon and Halibut.

Bristol, June 17, 1919.—Large quantities of fresh fish were available in the United Kingdom previous to the war and there did not appear therefore to be a very good market for frozen salmon or halibut, especially as very few of the dealers felt disposed to handle this class of fish. It was felt that the process of freezing and de-freezing caused some of the good to be taken out of the fish and the taste to deteriorate. Some shipments came from Canada, but the prices received were so low that on the whole the trade was not considered profitable. Very little was bought by the private person, the trade being principally with restaurants, boarding houses and cheap hotels.

During hostilities, however, so many trawlers and fishermen were taken for war purposes and on account of other war conditions there was experienced a shortage of fresh fish and also of fresh and frozen meat, with the result that frozen salmon and halibut were imported to make up the deficiency and, although certain dealers maintained their prejudice against the sale of frozen fish, others did a considerable trade and good prices were realized. The method adopted by most of those successful in this trade was to put the fish in cold storage until a shortage of the supply of fresh fish was experienced and then they were brought out of cold storage and put on the market. This is the way in which the trade will probably have to be done in the future. Those who have been successful during the war seem to be quite desirous to go on with the trade, and a few others appear to be willing to try what they can do, but as long as fresh fish are available there does not seem to be any likelihood of a great demand for frozen fish. The trawlers and fishermen are getting back to regular employment, and the supplies of fresh fish are likely to be on the increase. On the other hand, the meat supply is likely to be deficient for some time. The future market for frozen fish will depend on the available supplies of fresh fish, meat and other foodstuffs.

Dried Cod, Pickled Herrings and Other Cured Fish.

Although there has been some sale for dried or salted cod during the war, there is practically no market in this district. As a matter of fact, one dealer in Birmingham recently stated that a small shipment of cod had been purchased several months ago and quite a lot still remained unsold. A good re-export trade, however, is done by British firms with certain Continental and Latin countries.

For pickled herrings and cured fish of various kinds there is no market in this district, as such large supplies of fresh herrings and other fish are available. The cured fish industry is indeed quite an extensive business in the United Kingdom.

Canned Salmon.

In 1913 canned salmon to the amount of 2,500 cwts., with a value of £6,844, was imported through the port of Bristol. These figures are, however, rather misleading as large quantities were sold in this district which were imported through other ports in the United Kingdom. The total imports into the United Kingdom increased from 600,560 cwts., with a value of £1,764,937, in 1913, to 1,395,291 cwts. valued at £4,890,486 in 1916. The trade fell off, however, in 1917 to 645,795 cwts., but on account of increased prices the value was £3,018,845. Canada and the United States were the chief sources of supply, the imports from the Dominion being 275,362 cwts. in 1913, 479,634 cwts. in 1916, and 221,165 cwts. in 1917, while the importation of canned salmon from the United States was 265,817 cwts. in 1913, 850,745 cwts. in 1916, and 342,779 cwts. in 1917. Russia, who was a fair contributor previous to the war, was practically out of the market during hostilities. Japan, however, increased her exports of canned salmon to this country from 28,925 cwts. in 1913 to 81,752 cwts. in 1917.

The best canned salmon on the market is the Fraser River Sockeye, but as the supplies have not been adequate to fill requirements the Japanese have been canning Siberian salmon which is viewed very favourably in this market on account of its good rich red colour, good oil and flaky texture. Next in order come red spring, chinook, coho, pink and chum salmon. Although chum salmon has been sold during the war, the opinion is expressed that it will not sell in normal times.

Canned Sardines, Brisling, Pilchards, Etc.

Owing to a legal decision canned fish of this variety from Norway is not allowed to be described as "sardines," and they are therefore imported under various names such as brisling, etc.

The total imports of canned sardines into the United Kingdom in 1913 amounted to 295,220 cwts. with value of £912,124, of which Portugal supplied 133,249 cwts., Norway 127,036 cwts., France 20,109 cwts., and Spain 11,149 cwts. Of the above total imports there were imported through the port of Bristol 445 cwts. with a value of £2,014, but large quantities used in this district were brought in through other ports in Great Britain.

The fish from Canada has on the whole been poorly packed and very little business has been done with the Dominion. If this condition is to be remedied the Canadian products will need to be packed with more care to meet the requirements of the market.

At the present time the country seems to be overstocked, but the position as regards trade will likely be better in the future.

Canned Lobsters.

In 1913 the total imports into the United Kingdom of lobsters were 35,230 cwts., of which Canada supplied 33,139 cwts., and in 1916 the total importation amounted to 52,033 cwts., while Canada's share was 50,109 cwts. The principal other supplier

was Newfoundland and the coast of Labrador. In 1917 Canada, Newfoundland and the coast of Labrador supplied all of the imports, amounting to 22,248 cwts., of which Canada furnished 21,053 cwts.

Canned lobster is scarce in the United Kingdom at the present time and there is no doubt but that there is a large demand for Canadian lobsters.

Canned Crab.

There is also a good demand for canned crab. This has come mostly from Japan.

CURING AND PACKING.

The Canadian methods of curing seem to be quite satisfactory, as no complaints have been received.

Canned salmon is preferred in as dark a red in colour as possible. The darker the red the better is the price realized. Buyers like a nice rich red oil.

In the case of canned sardines or similar fish, a summer fish, firm in texture and of a pink colour is desired. The best sale is for sardines, etc., in olive oil, but there is also a good sale for them in tomato sauce or puree. The difference in the price received for the fish in olive oil and those in tomato sauce is roughly between 2s. and 3s. per case. Complaints have been received from time to time that Canadian sardines were poorly packed and that the oil was poor.

With canned lobsters and crabs the parts should be whole and not mashed up, being at the same time as tender as possible.

MARKETING.

Most Canadians are quite familiar with the best way in which to market their goods. The Americans generally quote c.i.f. English ports cash against documents on arrival of steamer, or seven days' sight draft. Canadians in quite a number of cases ask for cash in Canada and quote only f.o.b. Canadian city or f.o.b. or f.a.s. Canadian port.

There is practically no direct business with Japan, but some firms have houses in Japan where they see the goods and buy them on the spot, bringing them to this country themselves. A large Japanese firm also has an office in London.

FREIGHT RATES AND CUSTOMS.

The freight rates, as is known by every one, are variable from time to time, but the present rate on canned fish from Montreal to Bristol (Avonmouth) is \$1.50 per 100 pounds.

There is no duty on fish or canned fish imported into the United Kingdom.

ADVERTISING AND LABELS.

Some people advertise various kinds of canned fish very extensively, but in many instances the advertising is done by the importing firms as they have their own labels or control of labels.

The predominating colour of the labels on canned salmon seems to be red with pictures of whole or sliced fish, and in many cases pictures representing the name of the brand.

The labels are registered with the Government, and no one else can sell under that label. The procedure is similar to the registration of trade marks.

STYLE OF CONTAINERS.

Most Canadian firms are familiar with the style of containers or cans used for these kinds of fish, and in all cases which have come before your Trade Commissioner the Canadian tins have been quite correct for this market.

Salmon is packed in cases containing 48 one-pound tall, round tins, 48 one-pound flat tins, and 96 half-pound flat tins. Some Americans have been packing for two or three years cases containing 48 half-pound flat tins.

Sardines, brisling, pilchards, etc., are sold in all sizes from one-eighth of a pound to one pound in long, flat, oval tins. With the tins of one-eighth of a pound to 22 mm. 100 tins are packed in a case, while half-pound and one-pound tins are packed in cases containing 48 tins.

Lobsters and crabs are packed in flat, round tins, 48 one-pound tins making a case, 96 half-pound tins to the case, and 96 quarter-pound tins to the case.

PRICES.

The prices for salmon have been under Government control. The various species are divided into two grades. In Grade I are included all red salmon, e.g., Fraser River Sockeye, Alaska Red, Red Spring, and Chinook, while all other kinds are in Grade II. The invoice prices to retailers have been as follows:—

For a case of 48 one-pound tall tins, Grade I, 72s. per case, and for Grade II, 48s. per case. For a case of 48 one-pound flat tins, Grade I, 82s., and Grade II, 58s. per case, while for 96 half-pound flat tins or equivalent the price has been 94s. for Grade I and 62s. for Grade II.

The remuneration allowed for distribution and credit has been by means of rebates as follows:—

- (1) To an importing merchant on all sales, 1s. per case net.
- (2) “ “ distributor on selling to a retailer, 4s. per case net.
- (3) “ “ “ on selling to a secondary wholesaler, 2s. 9d. per case net.
- (4) To a secondary wholesaler on selling to a retailer, 4s. per case net.
- (5) To an importing retailer, nil.

The prices for sardines, etc., and pilchards have been on the increase. The wholesale value of a case of 100 quarter-pound tins whole of sardines averages about 48s. per case, and the retail prices run between 7½d. and 1s. 2d. per tin according to the variety and packing. Pilchards in 1-pound oval flat tins wholesale at from 38s. to 40s. per case and retail at about 1s. 3d. per tin.

Lobsters are scarce and the c.i.f. prices are up to 150s. per case of 96 half-pound flat tins. They retail at about 2s. per tin.

Japanese crabs are now about 123s. wholesale per case of 96 half-pound tins and retail at about 1s. 9d. per tin.

REPRESENTATION.

Firms in the United Kingdom are accustomed to deal through agents located in this country, as in case anything is wrong with the shipment they can see some one on the spot. The best method to pursue in developing business with Great Britain is either to send over a representative who is thoroughly familiar with the selling of fish or to appoint a good well-known reliable agent in this country who has a good connection in the trade. Some firms give an agent the sole rights for the United Kingdom, and others prefer to split the country up into districts and have a representative for each district. This latter method has its advantages, as in some districts the buyers prefer to obtain their products through local brokers rather than through agents located in other parts of the United Kingdom. Many English brokerage firms, however, have establishments and representatives in several parts of Great Britain, and are in a position to cover successfully the whole of the United Kingdom. It is, however, necessary that the Canadian firm should be well represented, and that the agent or agents should be specialists in the selling of the goods offered.

Some Canadian and other firms have tried to deal direct from Canada with the large importing houses and some good business has been done, but in most instances the wholesale house is desirous of having the sole trade for their specific city or district, and this means that the goods are known to a large extent only to their own customers, while on the other hand a representative of the Canadian firm can approach all the principal wholesale houses.

The question of the best way of trading with the United Kingdom, shipping of goods, terms of payment, etc., is a very large one, being too much so to deal with here, but I beg to refer to pages 1233 to 1240 in *Weekly Bulletin* No. 723 (page 1233), where an article is published on "Pointers in Trading with Great Britain."

LIST OF IMPORTERS.

A list of importers has been forwarded to the Department of Trade and Commerce, Ottawa, where it may be obtained on application to the Commercial Intelligence Branch (quoting File No. 23877).

PRELIMINARY STATEMENT OF ITALY'S TRADE FOR 1918.

TRADE COMMISSIONER W. McL. CLARKE.

Milan, June 16, 1918.—The outstanding characteristics of Italy's 1918 trade, as evidenced in the preliminary trade return, is the huge and increasing unfavourable trade balance which for last year amounted to 11,618,100,000 lire. As the present figures in the Government statistics are based on 1917 prices, and as it is estimated that prices advanced at least 30 per cent in 1918, the now registered unfavourable trade balance will be appreciably higher when the final returns are made known.

SIX-YEAR PERIOD.

The total trade of the Kingdom for 1918, exclusive of precious metals, amounted to 16,585,100,000 lire divided as follows: imports valued at 14,101,600,000 lire and exports at 2,483,500,000 lire. The figures for the six-year period, 1913-1918, are given herewith for purposes of comparison:—

Year.	Imports. (00,000's omitted.)	Exports. (00,000's omitted.)	Unfavourable Balance. (00,000's omitted.)
1918..	14,101,6	2,483,5	11,618,1
1917..	13,991,2	3,308,5	10,682,7
1916..	8,390,2	3,088,2	5,302,0
1915..	4,703,5	2,533,4	2,170,1
1914..	2,923,3	2,210,4	712,9
1913..	3,645,6	2,511,6	1,134,0

CAUSES FOR HEAVY IMPORTATION.

Caporetto and its resulting effects are in no small measure responsible for the 1918 unfavourable trade balance. The existing stock of food products and other supplies in the country were thereby greatly depleted and heavy importations were necessitated. Such needs were accentuated by the loss of the rich Venetian provinces, by the new requirements of the army, by the growing want of the civilian population and by the increasing demands for raw material on the part of the national industries engaged in producing war supplies and provisioning generally the country.

COMPARISON OF FOUR BASIC GROUPS.

Comparisons are submitted below for the last six years of the four basic groups into which the official trade returns are divided, viz., imports and exports of (1) raw

material, (2) semi-manufactured goods, (3) manufactured products, (4) foodstuffs and live animals.

Raw Material.

Year.	Imports. (Lire 000,000's omitted.)	Exports. (Lire 000,000's omitted.)
1918.. . . .	3,490	359
1917.. . . .	2,246	234
1916.. . . .	2,017	248
1915.. . . .	2,058	233
1914.. . . .	1,193	330
1913.. . . .	1,387	361

Semi-manufactured Goods.

1918.. . . .	3,721	703
1917.. . . .	1,915	695
1916.. . . .	937	584
1915.. . . .	832	684
1914.. . . .	580	491
1913.. . . .	705	591

Manufactured Products.

1918.. . . .	2,335	924
1917.. . . .	1,675	949
1916.. . . .	1,159	1,045
1915.. . . .	560	1,043
1914.. . . .	672	671
1913.. . . .	851	798

Foodstuffs and Live Animals.

1918.. . . .	4,555	497
1917.. . . .	1,897	381
1916.. . . .	1,345	415
1915.. . . .	1,254	573
1914.. . . .	479	719
1913.. . . .	703	762

PERCENTAGES.

As the figures for the year 1918 are based on the average prices of the year 1917, it will be clearer for uniform comparisons to show the percentage of each group to the total import and export trade of the respective years.

Imports.

Groups.	1918.	1917.	1916.	1915.	1914.	1913.
Raw material.. . . .	25	29	37	44	31	38
Semi-manufactured goods.. . . .	26	25	17	18	20	19
Manufactured products.. . . .	17	22	21	12	23	23
Foodstuffs and live animals.. . . .	32	24	25	26	16	20

Exports.

Raw material.. . . .	15	10	10	9	15	14
Semi-manufactured goods.. . . .	28	30	25	27	22	24
Manufactured products.. . . .	37	42	46	41	30	32
Foodstuffs and live animals.. . . .	20	18	18	23	33	30

INCREASE AND DECREASE ACCORDING TO CATEGORIES.

If for the year 1918 the individual categories into which the Italian trade returns are classified are compared with those for 1917 the following increases are noted in imports: (1) spirits, beverages and oils (+ 57 million lire); (2) chemical and medicinal products, etc. (+ 101 million lire); (3) wool, horse and other hair (+ 19 million lire); (4) hides and skins (+ 331 thousand lire); (5) stones, earths, pottery, glass and crystal (+ 133 million lire); (6) india-rubber and its manufactures (+ 12

million lire); (7) cereals, flours, pasta (macaroni) and vegetable products (+ 426 million lire); (8) animals, their products and offal (+ 308 million lire). All the other categories show a falling off as regards imports: (1) colonial products, groceries and tobacco (- 38 million lire); (2) hemp, flax, jute and other vegetable fibres (- 20 million lire); (3) cotton (- 229 million lire); (4) silk (- 38 million lire); (5) lumber (- 55 million lire); (6) minerals, metals and their manufactures (- 744 million lire); (7) vehicles (- 23 million lire); (8) sundry objects (- 9 million lire).

As regards exports only two of the nineteen categories register any increase, viz.: (1) spirits, beverages and oils (+ 188 million lire); and (2) stones, earths, pottery, glass and crystal (+ 4 million lire). All the other export categories show decreases and particularly struck were the Italian exports of chemical and medicinal products, and perfumes (- 94 million lire); cotton (- 245 million lire); silk (- 203 million lire); vehicles (- 92 million lire); cereals, flours and macaroni pastas (- 80 million lire); minerals, metals and their manufactures (- 86 million lire).

IMPORTS OF PRINCIPAL ARTICLES INTO ITALY.

The following statistics give the principal Italian imports for the year 1918 with comparative figures for 1919 and 1913.

N.B.—Q = quintal = 220 pounds approximately; M.T. = metric ton = 2,200 pounds approximately.

Raw Material.

Articles.	Unit.	1918.	1917.	1913.
Tobacco (leaf)	Q.	191,193	249,564	254,739
Gums and resins	Q.	123,057	222,836	207,038
Cotton (raw)	Q.	1,303,129	1,794,421	2,018,808
Natural wool and wool waste . .	Q.	391,373	391,057	222,902
Lumber	M.T.	125,123	232,843	1,367,875
Hides and skins	Q.	312,501	183,960	245,264
Stones, earths, cement, etc. . .	M.T.	333,227	432,887	1,289,302
Coal	M.T.	5,840,922	5,037,497	10,834,008
Oats	M.T.	279,527	287,435	106,412
Barley	M.T.	163,506	26,766	—
India-rubber	Q.	78,400	70,585	32,797
Residue from distillation of mineral oils	Q.	793,513	712,299	470,073

Semi-worked Material.

Fixed oils for industrial use . . .	Q.	138,956	205,382	322,967
Mineral oils (excluding petroleum)	Q.	3,018,440	2,162,817	962,114
Sodium nitrate	Q.	974,728	1,041,500	675,344
Ammonium salts	Q.	241,174	140,968	9,867
Paraffin and paraffin wax . . .	Q.	175,361	262,813	247,147
Other chemical products	Q.	313,289	261,766	208,155
Colours and varnishes	Q.	123,196	73,533	119,262
Wool (dyed, carded and combed) .	Q.	38,996	20,224	64,489
Silk	Q.	8,422	12,536	28,452
Prepared hides and skins	Q.	14,903	15,960	34,809
Pig-iron	Q.	1,152,113	3,159,537	2,216,884
Iron and steel bars and wire . .	Q.	3,777,522	4,239,709	967,598
Sheet iron and steel	Q.	737,329	523,764	364,155
Sheets, iron and steel (galvanized, tinned, etc.)	Q.	506,317	332,034	211,421
Brass, copper and bronze	Q.	770,698	861,563	354,132
Lead and its alloys	Q.	403,104	262,832	115,722
Aluminium	Q.	49,703	39,433	4,040

Manufactured Products.

Petroleum	Q.	722,380	941,835	1,153,744
Explosives, cartridges	Q.	613,569	625,216	3,472
Flax, hemp and jute tissues, and manufactures thereof	Q.	120,578	33,995	16,157
Cotton tissues and manufactures thereof	Q.	94,917	24,851	52,243
Wool tissues and manufactures thereof	Q.	68,372	56,280	33,558

Manufactured Products.—Continued.

Articles.	Unit.	1918.	1917.	1913.
Iron and steel manufactures. . . .	Q.	1,577,485	2,435,741	1,313,348
Manufactures of brass, copper and bronze.	Q.	25,245	69,587	41,386
Machinery and parts thereof. . . .	Q.	551,017	533,974	817,452
Scientific instruments.	Q.	14,988	20,633	44,064

Food Products.

Coffee.	Q.	516,409	448,289	286,647
Sugar.	Q.	370,307	562,298	69,604
Wheat.	M.T.	1,541,914	1,915,985	1,810,733
Rice.	M.T.	350,471	64,503	605
Rye.	M.T.	64,079	34,268	10,295
Flours.	Q.	4,859,814	1,392,024	147,356
Meat.	Q.	2,027,721	1,122,983	169,865
Fish.	Q.	549,043	482,305	685,507

PRINCIPAL ITALIAN EXPORTS FOR 1918.

The following statistics give Italy's principal exports for 1918:—

Articles.	Unit.	1918.
Tartaric acid and wine lees.	Q.	78,506
Raw hemp.	Q.	334,834
Raw silk waste.	Q.	10,636
Sulphur (crude).	Q.	1,140,593
Seeds, excluding oil seeds.	Q.	55,279
Essential oils and essences.	Kg.	2,801,556
Acids.	Q.	67,152
Other chemical products.	Q.	94,989
Hemp, flax and jute and other vegetable fibres (combed).	Q.	37,342
Linen, hemp and jute yarns.	Q.	24,150
Cotton yarns.	Q.	34,055
Silk, treated.	Q.	25,443
Mercury.	Q.	12,193
Sulphur, ground and refined.	Q.	781,681
Textiles and other manufactures of flax, hemp and jute.	Q.	71,286
Textiles and other manufactures of cotton.	Q.	193,391
Textiles and other manufactures of silk.	Kg.	2,600,761
Gloves of leather.	Pairs.	6,201,900
Machines and their parts.	Q.	45,427
Autos.	Number.	1,867
Hats.	Number.	7,932,148
Wines and vermouth.	Hl.	2,779,723
Oranges, lemons, etc.	Q.	1,368,739
Dried fruits.	Q.	344,680
Tomato sauce.	Q.	82,309

ITALY'S TRADE WITH PRINCIPAL COUNTRIES.

The following table illustrates the value of Italy's trade for the six-year period 1913 to 1918 with some of the principal countries concerned:—

		<i>Imports.</i>				
		(Millions of Lire.)				
Countries.	1918.	1917.	1916.	1915.	1914.	1913.
France	1,026	992	595	240	205	283
Great Britain	2,189	2,163	1,974	849	504	591
Switzerland.	156	248	209	118	76	81
Argentina.	1,493	803	553	480	39	166
United States.	6,226	5,969	3,414	1,759	442	522
Austria-Hungary . . . . .	....	....	....	34	233	264
Germany. . . . .	....	....	....	155	503	612
		<i>Exports.</i>				
France.	902	912	737	437	174	231
Great Britain	559	482	447	391	305	261
Switzerland.	283	604	631	314	131	249
Argentina.	99	191	200	141	115	185
United States.	127	244	315	283	262	267
Austria-Hungary . . . . .	....	....	....	104	196	221
Germany. . . . .	....	....	....	....	319	343

From the foregoing it is evident that the United States holds first place for 1918 as regards exports to Italy, followed by Great Britain and the Argentine. There follows then British India, which exported goods to the value of 1,164,000,000 lire; France as above; Brazil, whose exports for 1918 to Italy amounted to 234,000,000 lire; and Spain, whose export trade to Italy amounted for 1918 to 230,000,000 lire.

The principal buyers of Italian goods for 1918 were France, Great Britain, Switzerland, the United States, Greece (101,000,000 lire), the Argentine, and Egypt (96,000,000 lire) in the order named.

PRINCIPAL IMPORTS ACCORDING TO COUNTRIES.

More than one-third of the value of the imports from Great Britain is attributed to coal (821,000,900 lire). Among the other principal imports from this source may be mentioned resin and tar oils (12,400,000 lire), caustic soda and potassium (15,500,000 lire), ammonium salts (55,400,000 lire), soaps (18,800,000 lire), chemical and medicinal products and perfumeries (31,300,000 lire), explosives, cartridges etc. (60,400,000 lire), colours and tanning materials (120,200,000 lire), cotton manufactures (134,800,000 lire), wool and wool waste (124,100,000 lire), manufactures of wool (150,100,000 lire), boots and shoes (27,900,000 lire), pig-iron (31,900,000 lire), unmanufactured iron and steel and semi-worked (131,700,000 lire), manufactures of iron and steel (120,300,000 lire), brass, copper and bronze unmanufactured and manufactured (25,700,000 lire), other common metals unmanufactured and manufactured (25,700,000 lire), machinery and parts (58,700,000 lire), scientific instruments (11,500,000 lire), and fish (26,300,000 lire).

From the Argentine the principal importations for 1918 were grain and cereals (911,900,000 lire), meat (344,600,000 lire), wool unscoured and washed (111,200,000 lire), impure tannic acid (28,300,000 lire), dry vegetables (10,300,000 lire).

France's principal contributions were coal (278,700,000 lire), and explosives, cartridges, etc. (227,700,000 lire). Other exportations to Italy were ammonium salts (20,600,000 lire), chemical and medicinal products (47,100,000 lire), colours and dyeing material (91,100,000 lire), cotton manufactures (11,400,000 lire), silk treated and silk waste (22,000,000 lire), textiles, ribbons and manufactures of silk (18,300,000 lire), hides and skins raw and tanned and manufactures thereof (34,900,000 lire), pig-iron, iron and steel unmanufactured and semi-manufactured (10,700,000 lire), other common metals (41,400,000 lire), machinery and parts (11,600,000 lire), aeroplanes and hydroplanes (15,700,000 lire), wheat flour (9,500,000 lire).

From Switzerland the principal imports were colours and dyeing material (35,500,000 lire), lumber (32,200,000 lire), machinery and parts (24,100,000 lire), and scientific instruments (11,100,000 lire).

UNITED STATES EXPORTS TO ITALY FOR 1918.

The statistics given hereunder indicate the value of Italy's imports from the United States for the year 1918 as given in the Italian Government preliminary returns:—

Commodity.	Year (1918). Lire.
Pure spirit.	2,244,450
Fixed oils (not specified).	—
Mineral oils, and oils of resin and tar.	429,348,416
Sugar.	11,878,515
Glucose.	5,879,860
Cocoa.	591,750
Chocolate.	620,900
Tobacco.	65,129,458
Impure tannic acid.	465,500
Caustic soda.	15,067,140
Sodium carbonate.	122,485
Chromates and bichromates of potassium and sodium.	685,300
Ammonium salts.	80,624,050

UNITED STATES EXPORTS TO ITALY FOR 1918.—*Continued.*

Commodity.	Year (1918). Lire.
Glycerine..	56,136,450
Acetone..	20,966,400
Acetate of lime (impure)..	1,525,140
Paraffin wax..	31,798,575
Colophony or resin..	302,160
Explosives, cartridges, etc..	463,481,100
Other chemical and medicinal products..	22,637,820
Colouring extracts, paints and varnishes..	182,790,400
Cordage and twine..	5,521,670
Other manufactures of flax and hemp..	411,475
Jute sacks..	6,725,000
Raw cotton..	665,852,850
Manufactures of cotton..	20,215,490
Wool, unscoured and washed..	3,834,160
Textiles and other manufactures of wool..	18,979,750
Textiles and ribbons of silk..	2,518,873
Lumber..	5,614,637
Wooden articles..	799,232
Wood-pulp..	4,889,220
Paper and cardboard..	19,801,810
Hides and their manufactures..	51,323,285
Boots and shoes of leather..	11,886,139
Scrap iron and pig-iron..	75,116,025
Manufactures of iron and steel..	1,047,350,896
Copper, brass and bronze (unmanufactured)..	347,549,809
Manufactures of copper, brass, and bronze..	161,418,409
Nickel..	34,371,400
Lead..	8,891,695
Zinc..	22,507,520
Metals and their alloys (not specified)..	6,442,800
Aluminium..	50,424,450
Machines and their parts..	155,320,333
Scientific instruments..	15,365,750
Street vehicles (excluding autos)..	2,130,000
Autos..	171,600
Velocipedes and bicycles..	3,810,000
Parts of the foregoing item..	2,409,000
Rolling stock..	297,182
Mineral phosphates..	166,635
Bitumen..	1,007,055
Coal..	8,972,180
Prepared coal for electro-technics..	4,355,610
Bricks..	732,185
Terra-cotta..	3,183,424
Manufactures of graphite..	327,465
Porcelains..	859,124
India-rubber (raw)..	1,762,100
Manufactures of india-rubber..	1,410,300
Dry vegetables..	5,732,900
Cereals..	1,174,183,500
Wheat flour..	530,462,550
Flour of other cereals..	53,079,100
Horses..	1,775,400
Mules..	571,200
Meat (frozen)..	8,959,500
Salted meats and unsmoked bacon..	201,329,500
Meat extract..	1,036,800
Fish..	33,907,955
Condensed milk..	6,222,250
Cheese..	152,600
Lard..	9,936,000
Other fats..	2,065,630
Honey..	3,809,600
Coral..	108,000
Haberdashery..	7,439,927
Celluloids..	4,307,000
Other goods, n.o.s..	14,641,583
Total..	6,226,743,393

ITALY'S TRADE WITH CANADA.

As pointed out in previous reports, it is impossible to estimate accurately from Italian Government returns as compiled at present the trend of trade between Italy and Canada, as in most cases Canada is classified under the heading "other countries," whereas for fish imports the word "Canada" includes Newfoundland.

According to the Canadian Government preliminary statement of the trade of Canada, however, for the last fiscal year, it is evident that the value of Canadian exports to Italy are higher for that period than for any preceding fiscal year in the history of Canadian trade. The Canadian statistics both for exports and imports during the past six fiscal years are given hereunder:—

<i>Canadian Exports to Italy.</i>		Value in Dollars.
Fiscal Year.		
1913..		605,719
1914..		655,256
1915..		1,840,910
1916..		10,733,288
1917..		11,226,051
1918..		3,336,059
1919..		13,181,514

<i>Canadian Imports from Italy.</i>		
1913..		1,836,308
1914..		2,147,365
1915..		1,507,548
1916..		966,746
1917..		1,227,007
1918..		771,187
1919..		555,112

CHILEAN NOTES OF INTEREST.

Contributed by George Mallett.

Valparaiso, June 6, 1919.—The National Society of Agriculture has appealed to the Minister of Finance and Industry for the Government to purchase foreign tractors and resell them to members of the society at cost price, suggesting at the same time the commissioning of Mr. Roberto Opazo, who will study in the United States the best sorts of seed wheat suitable for importation to the account of the society. The minister has offered to submit a memorial to the National Congress, petitioning for a grant for this purpose of \$50,000 of which \$5,000 will be set aside for travelling expenses and the remainder to the purchase of tractors.

The Council of State has approved the following Bills, amongst a number of others:—

A Bill authorizing the investment of \$610,000 gold of 18d. for the termination of the work of construction of docks for submarines at Talcahuano. (One of these has just unaccountably sunk during manoeuvres, but happily the crew was saved after several hours' immersion, and the vessel is being raised.)

A Bill authorizing the investment of a sum not to exceed \$310,000, currency, and \$50,000 gold of 18d. in the completion of the drainage of Arica.

A Bill authorizing the investment of a sum up to \$6,000,000 in sanitation works of the province of Taena, and the purchase of the private property it may be necessary to expropriate for the purpose. It is estimated that a very considerable amount of valuable land will be reclaimed by the efficient draining of the swamps and regulation of the lakes in the neighbourhood, apart from the health and life-saving advantages.

TRADE NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Disturbed Labour and Trading Market.

Sydney, N.S.W., June 6, 1919.—The commercial outlook in New South Wales is very disturbed. Many elements have contributed to this end, the main one, however, as is usual being the oft-recurring labour perplexities. First of all coal miners demanded an increased hewing rate, which was granted. Seeing how easily that has been obtained the seamen made a similar demand which met with a different fate. Consequently they went out on strike and the coastal shipping trade is now practically non-existent. Many thousands of tons of purchased goods are now held up from delivery, and the stores, bonds, and wharves of Sydney are absolutely congested with cargo. Buyers therefore are not keen in making purchases and are holding off until conditions change. To many of the other states the situation is very serious owing to the lack of coal which is obtained from this state. Stocks were very light before the strike, but are now very near depleted, the result being that all manufacturing industries are in a state of stagnation.

During the last month Sydney was visited with an abnormal fall of rain, 25 inches having fallen. Good rain has fallen in the country districts and it may be said that the drought has broken almost throughout the State.

Australian Rabbit Skins.

North America is providing a big and expanding market for Australian fur skins, a very large portion of which are rabbit skins. The average skin is of excellent quality and lends itself to treatment so well that many skins are made up to resemble more expensive skins most successfully. The fur skins which come from the highlands of Australia when in winter growth are particularly good.

The whole value of the rabbit commercialized is, however, but a drop in the bucket compared with the enormous loss of pastoral wealth which the rabbit pest is responsible for in Australia every year. Hence a movement is afoot to have all trade in rabbits and rabbit products prohibited, as pastoralists and others have proved that trappers adopt means of encouraging breeding by letting the breeding rabbits go. Large sums of money have been spent in rabbit-proof fencing, poisoning, and other means of extermination, but notwithstanding all efforts the pest is rapidly increasing.

New South Wales State Fish Trawling Operations.

Since the inception of this scheme by the State Government some four years ago, many difficulties have been met which have interfered with the continuity of operations, such as the frequent commandeering of trawlers for mine-sweeping operations and repeated labour troubles. Notwithstanding these difficulties trawling operations have been extremely successful and the price of fresh fish has been substantially decreased. The adjacent Pacific ocean has been proved to teem with fish and many large hauls have been made. More trawlers are now being locally built with a view of largely extending operations in the immediate future.

Population of Australia.

As the following figures show, the population of the State of New South Wales far exceeds that of any other state in the Commonwealth of Australia.

State.	Population.
New South Wales.	1,930,240
Victoria.	1,430,758
Queensland.	694,440
South Australia.	445,708
West Australia.	313,447
Tasmania.	208,873
Territories.	7,013
Total.	5,030,479

The figures above stated are for the year 1918, and for the first time in history the Commonwealth's total population exceeds 5,000,000. The increase last year was 95,168, of which 20,646 was due to the net return of the expeditionary forces. With the return of the balance of the forces oversea it is quite possible that by the end of the year the total population will substantially exceed 5,200,000.

Import of Galvanized Iron.

During the war period no product was harder to obtain than galvanized iron, but now, after an absence of imports for fully two and a half years British galvanized iron has once more appeared on the Sydney markets. The highest rate quoted was in the neighbourhood of £80 per ton; the existing rate may be stated at about £50 per ton.

Shortage of Electric Power at Sydney Affects Demand for Machinery.

With the exception of another company operating in the suburbs around Sydney, the Sydney Municipal Council entirely controls the distribution of electric supply in the city and the majority of the suburban areas. Unfortunately, owing to war, plant that was ordered some years ago has not yet been delivered. Consequently many contemplated branches of industrial energy have been held up owing to inability to supply the necessary electrical energy. This lack of power has had a very great effect in limiting the demand for machinery and for electrical appliances and fittings generally. The present scheme is so loaded up to its full capacity that many buildings which have had electrical light fittings installed cannot get the necessary power and have to use other means of illumination. The present conditions point to the fact that unlimited power will not be available for at least two years.

Australian Dried Fruits.

The Australian Dried Fruits Association is giving greater publicity to the fact of the increase in the growth of dried fruits grown and cured in Australia. The estimated production in the Commonwealth for the current year is: currants 5,500 tons, sultanas 6,500 tons, lexias 2,500 tons, or a total of 14,500 tons. On the other hand the average consumption for the Commonwealth for the years 1915-16-17, in all three lines, is only just over 8,000 tons.

An Opportunity for Scientists.

Millions of acres of land in the State of Queensland and a large area in the State of New South Wales are covered with prickly pear. The pest is spreading very fast, and thousands of acres are every year becoming useless. It is generally supposed that birds are the cause of the rapid spreading and that they carry and drop the seed. Where the pest grows near a watercourse pieces are broken off and carried further afield to form fresh patches.

There are several brands of the pear growing, but the principal one is known technically as *Opuntia Incinus*, and as its contents show 90 per cent of water drought conditions have no effect on its eradication.

Many methods have been tried in an endeavour to destroy the pest such as cutting out, rolling down, burning when dry, spraying with poisons, cultivating insect destroyers, and attempts have also been made to find a commercial use for it. So far all efforts have failed, and it seems a matter for scientists.

Sugar Production in Australia.

It is estimated that the sugar cane crop this year in Queensland will yield 170,000 tons of sugar. The normal consumption of sugar in the Commonwealth is 280,000 tons of sugar.

With the carry over from last year and the New South Wales crop added the total required will not be reached, so that it has been necessary for the Government to import a quantity from abroad to make up the required quantity.

The prospect of the crops for next year is considered good, as the area under cultivation has been increased.

THE MARKET FOR APPLES IN CUBA.

The Acting Trade Commissioner in Cuba writes:—

The general customs duty on apples imported into Cuba is 78 cents per 100 kilogrammes (220 pounds); the duty on United States apples is 62 cents per 100 kilogrammes. There are no restrictions against Canadian apple importations, nor are there any regulations regarding insects or diseases concerning Canadian shipments. The method of sale is through brokers or direct to wholesale dealers.

Canadian apples are sold here from September to May. Apples that are in the most demand here and command best prices are those having a good colour. I think the best method for any dealer in Canada wishing to export apples to Cuba in large quantities would be to secure a good reliable broker here to make sales to the different wholesale dealers. In this way a cargo of a couple of thousand barrels or more could be divided up among the different dealers here.

REOPENING OF BELGIAN PORTS.

(The Times Trade Supplement.)

The reopening of Ostend and Zeebrugge to ordinary trade should mark the beginning of new commercial relations between England and Belgium.

It is true that Antwerp has been open since the Armistice, and that it has been possible for vessels of light draught to enter the port of Ostend at certain states of the tide for some time past. Zeebrugge had, however, been completely blocked. The task of clearing both these ports was wisely entrusted to the Salvage Section of the British Admiralty, and a tidal service to Ostend was resumed at a comparatively early date. The reopening of Zeebrugge, which has coincided with the restoration of almost normal conditions at Ostend, marks the completion not only of an interesting piece of work in the removal of the sunken vessels which impeded navigation, but the resumption of goods and passenger transport to Belgian ports on the scale necessary to meet the needs of the situation.

JAPAN OVERSEAS EXPANSION FAIR.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, June 30, 1919.—It has been decided to hold what is termed a Japan overseas expansion fair in Uyeno Park in the month of March, 1920.

The promoters say that the main objective in holding this fair is to show the progress, industrially and commercially, that Japanese are making abroad, to show how the colonial development of Japan is progressing, and how this country's ocean-borne trade is conducted. Japanese living in other countries have been asked to co-operate to make the fair a success, and judging by the replies received they are all eager to join in and intend to build their own halls in the fair grounds.

The Japanese living in the United States will have an exhibit showing their activities in agriculture, fishing, commerce and industry. Hawaii will also have an exhibit showing Japanese work on sugar plantations and pineapple farms, as well as in the fishing trades.

The Canadian Hall will demonstrate Japanese activities along the Fraser river, British Columbia. A complete exhibit will also represent various places in South America where some 26,000 Japanese labourers have gone in recent years to take up farming and to work on the coffee and sugar plantations as well as in mines, cotton factories, etc. There will also be shown exhibits representing Japanese activities in British India, Dutch East Indies, Siberia and China, showing also the commodities which Japan sells to and buys from these places.

The colonial possessions of Japan such as Formosa, Hokkaido and Saghalien, will also have their own separate exhibits. The main exhibition hall will, it is said, be an index as to Japan's ocean-borne commerce, showing the articles of import and export. There will also be a hall of shipping.

MARINE PRODUCTS EXHIBITION.

There was held recently in Tokyo the Marine Products Exhibition. It was the fourth exhibition of its kind, and was under the auspices of the Japan Marine Products Association, an organization which endeavours to develop the marine products industry of this country. The principal articles shown comprised products made from tortoise-shell, shellfish and whalebone.

SAFETY FIRST WEEK.

From June 15 to 21 last there was held in Tokyo a Safety First Week. It was promoted by the Safety First Society, and was the first experiment of this kind ever held here. During this week all railway carriages, stations and outhouses were placarded with Safety First signs, exhorting the general public to be careful and avoid unnecessary accidents. Safety First badges, in the form of a green cross, the emblem of the society which is recognized all over the world, were worn by all railroad and street car officers.

It was said after the Safety First week had come to a close, that much better results were achieved during that week than ever before, and as a result there were fewer accidents. Other cities in Japan are now considering holding similar experiments.

EXHIBITION OF POSTERS.

During the first week of June there was held in Yokohama an exhibition of foreign posters and advertising matter. The object of this exhibition, which is held from time to time, is to teach the people something of the art of advertising as it is practised in other lands. In this last exhibition there were several hundred posters shown, having been brought from France, England, and America. Some of them were familiar street car advertisements, while others were war posters advertising liberty bonds, etc. Such articles as face creams, furniture, and hotel summer resorts, etc., were all portrayed in advertisements, and were quite familiar to any who had recently been in Canada or the United States.

SOME ESSENTIAL POINTS IN SHIPPING TO SOUTH AFRICA.

(Especially prepared by Mr. W. J. Egan, Canadian Trade Commissioner, South Africa.)

DOCUMENTS.

It is essential that one copy of invoice and non-negotiable bill of lading should reach customers in South Africa on or before the arrival of the carrying steamer.

Selling to arrive, is a big factor in South African trading.

Overseas customers should be advised as far ahead of actual shipment as possible of the consignments coming forward.

Other countries shipping to South Africa follow the above practices, and as trade will always follow the line of least resistance Canadian shippers must conform or lose the trade in hand.

INVOICES.

On all invoices with c.i.f. quotations invoice must state the amount of the ocean freight.

The face of invoice declaring true value at the time of shipment should correspond with the declaration on the back of invoice.

INSURANCE.

Place all your overseas customers' insurance with companies represented at destination; when this is not done, claims are delayed in settlement from nine to fifteen months. There are other difficulties but the one quoted is enough to bring home the reasonableness of the demand.

DRAFTS.

South African merchants want their drafts through their own banks. Many importers have stated that so little attention has been paid by Canadian shippers to their instructions that for the future they will stipulate on all order forms that they reserve to themselves the right of refusing acceptance of goods unless their instructions *re* drafts are followed.

SHIPPING.

Remember that shipping overseas is not the same as inland. The packing must be strong and yet not cumbersome. Do not leave batten spaces which eat into delivery costs.

When you use iron hooping on cases see that it is a hooping and not a baby ribbon. Every case, crate, barrel, bale or single bar of iron should be marked in such a way that the name of the port of destination is always in evidence.

Heavy bales should be strapped and not tied with string or light rope for overseas shipping.

The test of your success in export can be best judged by the repeat orders.

Make your first three or four shipments so perfect that it only requires representation to hold and increase future business.

If your shipping methods are such that your representative is always fighting a battle to excuse your errors, what is the result? You will lose your representation as well as your business and the good representative is not easy picking.

You should by personal visits and inspection see to it that the shipping department is living up to its job.

Keep the shipping department impressed with the fact that shipping 8,000 miles overseas is not the same proposition as, say, from Hamilton to Toronto.

Remember always that comparatively the initial order is easy to take; it is the shipping methods that count. Make your shipping department so thoroughly efficient that your overseas client will always remember what a smooth job it is to cost and pass the customs entries on your goods. When he thinks of the line you manufacture it is the name of your firm that is before him although he may have on file fifty other manufacturers of your article.

TRADE ORGANIZATIONS AND COMBINATIONS IN THE UNITED KINGDOM.

*Prepared for the Committee on Trusts by JOHN HILTON (of the Garton Foundation).
Based upon evidence given and documents laid before the Committee on Trusts.**

Section II.—Types of Combination.

BRITISH TRADE ORGANIZATION.

The last twenty years have accordingly seen a steady transition from competition to combination in all the leading industrial nations. The movement has accommodated itself to national conditions and characteristics. In Germany and the United States it has culminated in the Kartell and the Trusts, each in its way emblematic of the national character. In this country great consolidations have hitherto been less formidable than in America, and associations of independent manufacturers have in no single case been developed to anything like the same logical outcome as in Germany. Yet it should not be too readily assumed that British industries lag far behind those of other countries in effectiveness of internal organization. Individuality has counted for more in British manufacture than in foreign, and if amalgamation has proceeded cautiously there has been reason in the caution. British combines and consolidations may not rank as prodigies, but among them are some that can vie in efficiency with any in the world. British trade associations make little parade of their existence or achievements, but there are few corners of British industry in which some kind of trade association is not to be found, and some of them can show a thoroughness of organization not easily surpassed. What is notable among British consolidations and associations is not their rarity or weakness so much as their unobtrusiveness. There is not much display in the window, but there is a good selection inside.

COMBINATION FOR OTHER THAN TRADE REGULATIONS.

Trade associations in the United Kingdom vary widely in character and functions. In most of the great industries there are employers' federations formed primarily for dealing with labour questions; and there is a wide network of associations concerned with safeguarding and promoting the general interests of traders in particular lines of business or in particular localities, of which chambers of commerce and chambers of trade are outstanding examples; but these are not combinations in the sense in which the word is here used—they do not regulate prices or output or set up any arrangement for the concerted restriction of competition. They may render many of the valuable services that have been catalogued as appertaining to combinations in their full development, but they interfere hardly at all with the individual firm's freedom to buy, manufacture, and sell as it likes.

HONOURABLE UNDERSTANDINGS.

As already indicated, combination of the kind under notice can be effected without any formal association. The simplest (though not necessarily the most primitive) type of combination is that which occurs where a number of manufacturers or traders, who would otherwise be competitors, meet from time to time and arrive at an "honourable understanding" or "gentlemen's agreement" in regard to prices, output, division of business, etc. Such arrangements are essentially informal and temporary. There are no documents; there is no association; there is no bond except that of good faith. Combinations of this kind, which may be termed "understandings," are a common feature of local trade, a familiar instance being the occasional informal consultation

* Section I appeared in the last number of the *Weekly Bulletin*.

between coal dealers or other tradesmen of a locality as to the prices to be charged by all, or the districts which each shall serve, but evidence of similar understandings in respect of trade operations on a national and even international scale is not lacking. While "understandings" may serve a useful purpose in restraining cut-throat competition and avoiding the overlapping of services, they more easily lend themselves to the exploitation of the public than to the improvement of trade organization and technique.

ASSOCIATIONS FOR THE REGULATION OF TRADE.

The second kind of combination is that in which a large proportion of the manufacturers or traders in a particular line of business form an association for the purpose of regulating the trade. Associations are properly constituted bodies having rules, constitution, officers, subscriptions, entrance fee, etc. The methods of trade regulation are various. Some associations simply fix a schedule of prices to which all must conform; others have arrangements in regard to tenders for contract work; others regulate output by allotting to each member a fixed percentage of the total production, whatever that total may be, with penalties for exceeding the quota and compensation for falling short. Some partition out the home market, or the foreign trade, among the members, and some have from time to time reinforced their control of the markets by agreements with similar foreign associations as to the amount which shall be exported from each country to certain markets. The distinguishing feature of the association is that each component firm remains a financially separate business concern, with full freedom of action in all matters that are not ruled by the association. It is in the industrial sphere what a treaty alliance between sovereign states, as distinct from a Federal union or an empire, is in the political sphere. If under stress of circumstances, or for reasons of internal jealousy, it should break up, the constituent firms revert to their original unfettered sovereignty.

ASSOCIATIONS REGULATING OUTPUT.

A more advanced type of association is that undertaking the regulation of output, or, as it is usually expressed, the "prevention of over-production. The problem of output regulation is one of great difficulty, and considerable ingenuity has been applied to its solution. Any project for fixing in advance what the output of a given industry shall be requires in the first place for its success that the whole of the firms in the industry shall be in the association, otherwise whenever, through miscalculation or design, the supply was short of the market demands, business would flow to the non-associated firms. But even where the association comprises the whole industry it is not easy to forecast market requirements with sufficient nicety to make the operation safe. Again, even when the exact volume of output requisite to the needs of the case has been estimated, there remains the further problem of dictating what proportionate part of the total each firm in the association shall do, and of enforcing penalties for excess. Unless this is done on a systematic and rigid basis without any room for suspicion or quibble the association is not likely to hold together for long.

THE POOL SYSTEM.

The plan adopted by the most highly developed of those associations which undertake the regulation of output is as follows. The principals of the different firms in the trade having been brought together and having decided to form an association, a secretary is appointed. He must be some one in whom all can have absolute confidence as regards capability, impartiality, integrity and discretion. (There are firms of accountants in London and the provinces who specialize in this work, and one accountant may act as secretary to a dozen or more associations.) Each firm gives the secretary full access to its books, that he may ascertain what its sales have been over an agreed period. Having obtained the necessary particulars from all the members, the secretary deter-

mines what proportionate part of aggregate trade was done by each in that period. A meeting of the members is then called, and the secretary then hands to each a sealed envelope containing a slip stating his percentage. This allotment the members have pledged themselves to accept, and it constitutes the basis of all subsequent arrangements. Thenceforward, at the end of each month, the secretary receives from each firm particulars of its output or sales during the month, particulars which again he will check at the end of the trading year. By adding these amounts the total output of the members for that month is ascertained. The secretary then calculates what percentage of the total each firm has done, compares that actual percentage with the allocated percentage, and informs each member by how much he has exceeded or fallen short of his quota. If he has exceeded, he pays a sum equal to an agreed percentage of his excess into a "pool"; if he has done less than his quota, he draws a sum equal to an agreed percentage of his deficiency from the "pool." In practice the payments in respect of these "penalties" and "compensations" are not made monthly, but are entered to the debit and credit of the firm, and the balance at the end of the year is paid into or received from the association's "pool" fund. On receiving its monthly notification from the secretary, each firm can see by how much it must increase or reduce its output in succeeding months if it wishes to come out square at the end of the year when the "pool" is balanced up. It will be observed that no member of the association knows any other member's quota, much less his output or profit. He knows only that his own quota is so much of the total output of all members.

VARIATIONS ON THE POOLING SYSTEM.

The features of the "pool" system as thus far described are in broad outline common to all "pooling" associations, but in two other respects there are differences of practice. Some associations, besides allotting the percentage of output, fix the price of the product, this being the practice more especially where the goods manufactured are complex and varied; but in the case of more simple and uniform products the regulation of price as well as the allotment of percentage has been found to offer no advantages. In one case a minimum price for the commodity was fixed at the outset, but the actual selling price straightway rose above the minimum, and the fact that increased sales effected by cutting price meant not only a needless loss on the price but a penalty on the excess output was found a sufficient preventive of price-cutting. The other respect in which pooling practice differs is that in some associations the compensation is the same pro rata as the penalty, while in others it is only one-half. In the former case the reserve fund of the association is built up by a payment by each firm of an annual contribution equal to perhaps one per cent of its sales; in the latter case it is built up from the difference between penalties and compensations.

The tendency of the pooling system would seem to be to stereotype what may be called the ground-plan of the industry. If it should turn out to be advantageous for the whole of the production to be concentrated in a smaller number of establishments, or in one large establishment the penalty would certainly act as a drag on any tendency to a change in that direction. Similarly, if any one firm introduced a greatly improved process or organization the penalty would react against its taking a larger share of the trade. These factors do in practice introduce an element of tension into the prolonged working of pooling associations, and the question of periodical revision of the quotas is raised from time to time. But the experience of the German cartels show that the anticipation of such revisions leads to all manner of manœuvrings for position, and the readjustment of quotas strains the relations of the members almost to breaking point. It may be surmised that when the original quotas under a pooling arrangement are no longer tenable the only course is for the association to dissolve and after a lapse of time re-form. Cases are on record, however, of an association arranging in special cases for the submission of a grievance in regard to an allotted quota to some independent arbitrator.

TENDERING ARRANGEMENTS.

Where the association is that of a trade in which work is undertaken on contract (as in branches of the iron and steel, engineering, building, printing and other trades) arrangements among members in regard to tendering are common. In some cases the members agree to submit all tenders in the first instance to the association, where the estimates are confidentially registered, and either a percentage, to be subsequently paid in and divided, added to each, or a tender price decided upon which each shall quote on the understanding that the firm receiving the contract shall pay an agreed percentage into the pool. Another and less questionable method in wide use is for the firms to send in their individual tenders and at the same time notify to the secretary the price they have quoted, whereupon the secretary sends back to each tenderer a list showing, not the figure each has quoted, but the order in which the quotations run, the object being to prevent the common practice of going to the lowest tenderer and saying, "We should like to give you the contract, but we have a lower estimate; if you will take 10 per cent less you can have the job." Having received his list the lowest tenderer knows he is lowest and can hold out for his price. Where this method is practised it is usual for the successful tenderer to pay a sum equal to five per cent of the contract to the association, which retains one-quarter for association expenses, divides one-quarter forthwith among the tenderers, and puts one-half to reserve in the names of the respective tenderers. The added percentage and the flat quotation systems undoubtedly raise prices against the customer, but the notification method, it is claimed, has no such effect, it merely prevents unfair bargain-driving. The five per cent paid into the pool and divided is stated to do no more than cover the cost of making out specifications.

LEGAL STATUS OF ASSOCIATIONS.

By section 16 of the Trade Union Act, 1876, any combination for imposing restrictive conditions on the conduct of any trade or business is a trade union, and the courts will not entertain any legal proceeding instituted with the object of directly enforcing or recovering damages for the breach of any of the following agreements: (1) Any agreement between members as such, concerning the conditions on which any members for the time being shall or shall not sell their goods, transact business, employ or be employed; (2) any agreement for the payment by any person of any subscription or penalty; (3) any agreement for the application of the funds; (4) any agreement made between one trade union and another; or (5) any bond to secure the performance of any of the above-mentioned agreements. The trade associations here under discussion, being wholly or partly concerned with the regulation of prices or output by the restriction of competition, come under the above definition, and are under the disabilities mentioned. Membership in the association is not unlawful, neither is the making of the above-named agreements, but such agreements cannot be enforced in a court of law. Associations are precluded from registering under the Companies Acts or the Partnership Acts, but they may, and the majority do, register as trade unions. They thereby enjoy the immunities of trade unions, but their position is precarious in that any member may break away and re-enter into competition whenever he chooses, or flagrantly break the rules to which he has subscribed, and their activities are circumscribed by their being able to pursue only certain objects as prescribed by statute. One method of overcoming these disabilities has been found in the formation of "a properly constituted limited liability company for the investment of all moneys received from the members," having as one of its articles of association a provision that the company may by a three-fourths majority vote of its members determine that the shares of any member may be sold by the company to the other members at a nominal price. Registration under the Companies Acts was obtained in 1912 for a limited liability company having such a provision as one of its articles, and in 1916 the company went through the test of the courts up to the Court of Appeal, and was there pronounced a legal association.

PRECARIOUSNESS OF ASSOCIATIONS.

Associations are not formed without a good deal of persuasion, are not easily held together, and are not always successful in their objects. Separatism runs strong in the blood of the British business man. In the judgment given by Mr. Justice Peterson in the case mentioned above some light is thrown upon the tendencies to disruption which are inherent in every association. At a critical juncture in the existence of the association, some three years after its formation, a general meeting was called at which the chairman laid great stress on the difficulties of the executive, and stated that unless it was the unanimous wish of the federation, they were not able to continue the business of the federation. This also was the position of the various committees. Passive opposition was rendering all the work done nugatory. The only alternative was open competition, which would be disastrous to all concerned. It appeared to him that the position they were drifting into in January, 1912, when this federation was formed, had been forgotten. Some members had come to the conclusion that, as the federation had not increased their profits, it was of no use to them. The committees thought that a period of twelve months' open competition might put the matter in a new light. It was pointed out that the outside competition was the least of the troubles; most of the opposition was from within. The constant breaking of the rules in the spirit of refusal to give any information promptly and freely would be the real breakup of the organization.

THE COMBINE.

A more advanced type of combination is that commonly known as the "combine." In the combine a number of previously financially separate firms engaged in one line of business, enter into an arrangement whereby they become financially and commercially inter-connected under some form of central organization. The component firms may continue to be separate registered companies; or they may, while carrying on business as separate concerns, be in fact financially merged in one holding company. In either case the former proprietors of the merged businesses hold shares in the combine, and may also have a bonus on the earnings of their former businesses which remain under their direction subject to financial and other control by the combine. In combines of the more loosely connected type the buying and selling may remain wholly or partly in the hands of the component firms, but in the more compact combines the whole of the business is done by the central organization and the separate establishments work entirely to the orders of the central office. Combinations of the "combine" type in the United Kingdom are found mainly in the textile industries (bleaching, dyeing and spinning) and in the wallpaper and cement industries.

TYPICAL COMBINES, I.

One of the most highly developed and efficiently conducted combines in the United Kingdom is composed and conducted as follows. The combine was originally one of twenty-two firms, all of which were limited companies. Since then other businesses have been purchased, and there are now forty-seven subsidiary companies in existence. Of these, fifteen companies are not actually working owing to names being changed or businesses being closed down, but the name is kept alive for the sake of the trade marks, and in case it should be desired to revive the business. These various properties are held by the combine, which stands in the position of lessor, and provides all the necessary premises, plant, and other requisites constituting the capital assets of the subsidiary companies, whilst all the business is conducted by the subsidiary companies, each being a separate joint stock company, with a nominal capital of £1,000. The managing director, who is responsible for the general management of the combine and its trading is assisted by an executive committee of six directors, to each of whom is delegated specific duties. The trade and working of the combine is divided into sections, with an individual member of the executive

committee primarily responsible for the general results from the section with which he is associated. One member of the executive is in control of the commercial and marketing arrangements. The central administration, financial, statistical, and labour sections are under the supervision of other members of the executive committee. The subsidiary companies are conducted by branch directors acting semi-independently, but under the guidance and supervision of the member of the executive committee to whom the duty has been delegated, and under the control of the managing director.

TYPICAL COMBINES, II.

Another well-known combine, capitalized at over £8,000,000, which was formed some twenty years ago, is constituted and worked as follows. A limited liability company was formed to acquire the firms and undertakings which had agreed to enter the combine. These were taken over by the acquiring company on a profit basis (on the average profit of the preceding three years), no valuations of any sort being made excepting as regards the stock in trade. Payments were made on this basis in shares and debentures in the central company, the share capital being divided into ordinary, preference, and debentures in equal proportions. Each component firm is run as a separate entity with a responsible director or manager, and is expected to control the quality of its product, to sell the same, and generally to look after its well being; but the small board of executive directors is in close daily touch with the entire business, and gives constant advice and criticism to assist the management on these points. The entire control of finance, the purchase of raw material, stores, etc., and the general control of the policy of the combine, both as to buying and selling, is in the hands of the executive board, assisted by the advice of committees of the mill directors it calls from time to time as occasion may demand.

TYPICAL COMBINES, III.

An example of successive developments of a combine culminating in practically the whole of an important industry coming under concerted control is as follows. Twenty years ago the industry comprised some seventy independent firms distributed all over the country. In 1900 arrangements were made for the formation of a limited company to acquire twenty-seven of these businesses. The issued share capital of the acquiring company was approximately £7,000,000. These twenty-seven firms represented 40 per cent of the national output. In 1912 a second company was promoted by the first to acquire thirty-two other firms not included in the original combine. The issued share capital of this second combine was nearly £4,000,000. The purchase of the businesses taken over was effected partly by outright sale of the works concerned, in which cases the original companies were wound up and now trade in common as units of the second combine, and partly by the purchase of controlling interests, in which cases the concerns shall trade as separate businesses usually under their original name. The first combine holds 70 per cent of the shares in the second, and is represented on its directorate by ten members of its own board, but the two trade as distinct concerns. The two together cover 80 per cent of the total capacity of the industry. As for the remaining 20 per cent there have for many years been local alliances concerned with settling for the districts concerned all terms and conditions of trade, and recently a federation comprising the two combines and the outside, alliances has been formed. With this final stage of development the whole of the combined and associated groups in the trade are brought into close co-operation.

THE CONSOLIDATION.

The distinctive mark of the combine, as already stated, is the formation of a company to acquire a number of firms in the same line of business, the proprietors being given in exchange an interest in the acquiring company. In a somewhat

different category stand the numerous cases in which two or more firms become merged in one. To these it may be convenient to apply the term "Consolidation." Combinations which by origin and organization belong to the "consolidation" type, are more familiar in the iron and steel, mining, chemical, soap, and sewing cotton industries. Combines are almost invariably of the "horizontal" class, *i.e.*, are formed of firms engaged in the same line of industry and at the same stage of production, though it is not uncommon for a flourishing combine later to acquire interests in companies producing or importing its raw material or manufacturing its plant. Consolidations, on the other hand, are often of the vertical class, being fusions of firms representing successive stages of production. This is particularly the case in the iron and steel industries.

EXAMPLE OF A CONSOLIDATION.

A good example of the consolidation is afforded by the history of a concern which is at present responsible for at least 90 per cent (probably much more) of the whole British production of the commodity on which it is engaged. About thirty years ago two of the largest manufacturers in the industry agreed to form a central organization to control the distribution and sale of their various lines in home markets. This central selling organization was managed by delegates—one from each firm—the leading idea being to conserve to each firm its proportionate share of the business which it had acquired in each market on an agreed basis and its natural increase. It employed wherever possible one set of agents and travellers, centralized depots and staffs, and the whole cost of its operations was divided in proportion to turnover. Subsequently another firm in the same line of business desired to take advantage of the organization and were included in its operations on similar conditions. After seven years of this joint selling it was decided that the three concerns should be amalgamated, and this was accomplished by the predominant firm acquiring the shares of the other firms, representatives of the latter being added to its board. A few months later another substantial concern in the same line was acquired by an exchange of shares. The subsidiary companies have been continued as separate organizations, but the local managements are guided and controlled by the central board. The financial operations of the whole are controlled and conducted from headquarters. The selling organization is still maintained and, besides distributing the products of the amalgamated firms, sells goods manufactured by two outside companies, whose products, though in the same line, are not to any large extent in direct competition with the amalgamation. These two outside companies have no voice in the management of the selling agency, but fix the prices and conditions of sale of their own goods and pay their proportionate share of the working expenses. Since its formation this consolidation has built, purchased, or acquired a controlling interest in many other concerns both in the United Kingdom and abroad. The volume of the home trade represents a comparatively small percentage of the total, much the greater proportion being done in foreign countries. Of the establishments now comprised in this consolidation the following three classes are distinguished:—

- (a) Establishments in this country which make for the home trade and for export to those foreign countries which are not directly served abroad.
- (b) Establishments in foreign countries which belong entirely to the consolidation.
- (c) Establishments in other foreign countries which are owned jointly by the consolidation and by other persons in these countries.

Establishments of the (b) class are wholly controlled by the consolidation whilst those in the (c) class are managed by their own directors, who, however, are said to solicit, obtain, and generally follow the firm's recommendations in dealing with matters which do not depend upon merely local conditions or circumstances. All

foreign plants of the (b) class send reports to the central office, and are under its direction. The selling prices for all markets catered for by the mills of (a) and (b) classes are regulated from headquarters. The companies in the (c) class fix their own prices after studying the conditions in their respective markets and consulting headquarters as to the effect which the prices may exercise upon other markets.

OTHER FORMS OF COMBINATION.

The understanding, the association, the combine, and the consolidation cover by far the greater part of the whole field of that industrial combination in the United Kingdom which results in the concerted regulation of trade, but they are not quite exhaustive. There is still to be mentioned the control exercised over output and prices by the interchange of shares between nominally independent and competing companies, almost invariably accompanied by arrangements whereby directors of one concern sit upon the board of the other. Numerous examples of this are to be found in the coal mining industry. Neither has anything here been said of local associations of retailers, of merchants' associations and alliances, of the multiple shop system, of the tied-house system in the licensed trade, of the recent great amalgamations in the financial world, of the control exercised over tobacco, meat, and other commodities by interests outside the United Kingdom, nor of the rings and conferences in the shipping industry.

(Section III will be published in the next number of the *Weekly Bulletin*.)

NOTICE FOR CANADIAN IMPORTERS OF MACHINERY FROM THE UNITED KINGDOM.

A Glasgow, Scotland, firm of inspecting and consulting engineers who are specialists in boiler plant, steam engines, marine engines and chemical plant, as well as sugar and general mill machinery, are desirous of getting in touch with Canadian purchasers and importers of machinery from the United Kingdom in order to act on their behalf as inspecting engineers or technical representatives in connection with contracts or engineering commissions. (Address H. M. Senior, Trade Commissioner, 367 Beaver Hall Sq., Montreal, referring to British Trade Inquiry No. 4425.)

INCREASE IN LICENSE FEES PAYABLE BY IMPORTERS AND TRADERS IN SOUTH AFRICA.

The *Cape of Good Hope Official Gazette* of the 5th May contains an Ordinance to increase the amount of license fees payable by general dealers and importers during the year 1920. The license fee payable by a general dealer for that year will be as follows:—

Yearly license, January 1 to December 31, £7 10s.

Half-yearly license, July 1 to December 31, £3 15s.

Nothing contained in this Ordinance shall be construed or taken as affecting the amount of license fee payable by any general trader under any proclamation.

The license fee payable by an importer in respect of goods imported in the year 1920 shall be double the respective amounts specified in the first schedule of the Licenses (Consolidation) Ordinance in 1916.

THE BANKING AND OTHER ORGANIZATIONS OF THE CO-OPERATIVES OF SIBERIA.

*Being a Supplement to the Report on Agricultural Conditions and the Co-operatives of Siberia.**

LOUIS KOX, *Secretary, Canadian Economic Commission (Siberia).*

The Moscow Narodny Bank.

The Moscow National Bank, established in 1912, has grown out of co-operatives.

The first initiative to establish the Central Co-operative Bank appeared at the All-Russian Exposition in Nijni-Novgorod in 1896 in the section of Co-operatives and Handicraft Industry of the Trade and Industry Union.

The direct starting-point for the establishment of this bank was realized at the first meeting of the All-Russian Co-operatives in 1908.

Here developed two opinions as to the system of establishing the Central Co-operative Bank, one favouring intervention in the domain of co-operatives by the Government, the other defending its independence. The latter prevailed, and on September 9, 1909, the by-laws of the bank were presented for approval. On February 3 they were approved, and on September 29, 1917, made public. The National Bank of Moscow on May 9 commenced its operations.

During the seven years of its existence, the bank has surpassed all expectations of its well-wishers and adversaries. Having started with the modest amount of Rs. 2,373,000, in the first year of its existence it had expanded to the amount of Rs. 1,283,142,000 on November 1, 1918.

The following figures present the growth and show its ordinary operations:—

On Hand.		Balance.	Operations.
To January 1, 1913.	Rs. 2,373,000	Rs. 22,735,000	
" 1, 1914.	4,303,000	56,006,000	
" 1, 1915.	8,430,000	110,221,000	
" 1, 1916.	27,683,000	243,234,000	
" 1, 1917.	63,406,000	1,188,463,000	
" 1, 1918.	321,070,000	5,823,578,000	
November 1, 1918.	1,283,142,000	—	

On looking over these balances and operations we can observe the gradual development and increase, and the endeavour to gain a strong position in the economic life of the country.

But the bank as a credit institution before all is esteemed for the confidence which it enjoys on the part of the population. In this respect the Narodny Bank of Moscow stands high, as may be observed from the following list of deposits:—

To January 1, 1913.	Rs. 650,000
" 1, 1914.	2,162,000
" 1, 1915.	3,854,000
" 1, 1916.	10,966,000
" 1, 1917.	33,278,000
" 1, 1918.	153,325,000
November 1, 1918.	605,825,000

The deposits of private persons are becoming more numerous than those of co-operative organizations. The following is a comparative statement of co-operative and private deposits in the bank for 1917-18:—

	Co-operatives.	Private Persons and Institutions.
To January 1, 1917.	Rs. 5,300,000	Rs. 15,200,000
July 1, 1917.	11,900,000	36,300,000
January 1, 1918.	11,500,000	64,000,000
October 1, 1918.	30,000,000	205,400,000

* See *Bulletin* 806, page 64.

With regard to the Narodny Bank's services to co-operatives, it opened credit of all kinds for co-operative organizations to the amount of Rs. 197,868,000, and during eight months of 1918 to Rs. 583,164,000.

On January 1, 1918, the joint-stock of the bank has come up to Rs. 10,000,000, and consisted of issues which were classified as follows:—

Private persons.	170 shares.	647 shares.
Various co-operatives and associations.	758 "	2,197 "
Consumers' associations.	1,069 "	3,369 "
Credit Unions.	140 "	3,661 "
Credit Societies.	2,309 "	6,372 "
Consumers' Unions.	76 "	11,301 "
Agricultural Unions of all kinds	137 "	12,453 "
	<hr/> 4,629 shares.	<hr/> 40,000 shares.

It is necessary to point out that since the third issue of shares was made they have not been allotted to private persons.

In 1918 the meeting of the shareholders, in order to increase the stock Rs. 100,000,000, arranged to increase the joint-stock firstly to Rs. 25,000,000—100,000 shares by the fifth issue, and later 260,000 shares, to the amount of Rs. 65,000,000, of the sixth issue. The National Bank of Moscow in November, 1918, has published the allotment of subscriptions of the fifth and sixth issues.

Consumers' Co-operatives.	2,023 shares.	25,694 shares.
Credit Group.	445 "	35,479 "
Producers' Manufacturing Group	225 "	4,531 "
Producers' and Consumers' Co.	99 "	10,574 "
All-Russian and Provincial Union of Unions.	14 "	63,310 "
Other Institutions.	25 "	899 "
	<hr/> 2,831 shares.	<hr/> 140,487 shares.

The Narodny Bank of Moscow is a joint-stock company. The original capital was obtained by an issue of shares of Rs. 200 value each, which may be acquired only by co-operatives and their unions. The distribution of shares in the district is the most important factor, and characteristic of the bank's scope in this Vladivostok region, representing the Maritime, Amur, Sakhalin and Kamchatka districts.

The total number of shares distributed among the co-operatives up to January 1, 1919, in the region mentioned above is 1,295, generally of later issues, to the amount of Rs. 336,700. The total number of shareholders of the bank was 323, comprising 5 Unions of Co-operatives and 38 Co-operatives of first rank.

The average number of shares in possession of a shareholder is 4.01. This figure appears quite low as compared with other districts, as at January 1, 1918, a corresponding average for Central Russia is 14.8, for Siberia and Middle Asia, 10.9, Northern Provinces 9.1, Volga Province 8.8, etc. Only for Caucase and Western Provinces it was below 4.

Taking into consideration that in the Vladivostok region the number of co-operatives is above 900, it can be assumed that one-third of all co-operatives possess Moscow National Bank shares. It is a fair showing considering that the co-operative movement here is very young, and the majority of co-operatives have existed only for one or two years.

The Vladivostok branch of this bank and the agency at Nikolaievsk on the Amur have but lately commenced their activities, the first since September 1, 1918, and the second since July 20, 1918.

Out of the total number of shareholders, 277 have two shares each. The shares have been distributed to unions as follows:—

Union of Amur Co-operatives.	113
Amur Credit Union.	102
"The Amur Co-operatist".	100

Zakoopsbyt; or The Union of Siberian Consumers' Unions.

"Zakoopsbyt" (the meaning of this composite word is "purchase and sale") or "The Union of Siberian Co-operative Unions," combines the co-operative stores of Eastern and Western Siberia and Ural district.

On May 1, 1918, the Union comprised 25 unions, representing 8,262 consumers' stores with a total capital of over Rs. 7,000,000. On December 1, 1918, it had increased to 9,162 co-operative stores with a total capital of Rs. 20,000,000. The head office of the Union is in Novo-Nikolaevsk, and they have agencies in Petrograd, Moscow, Samarkand, Harbin and Vladivostok.

It commenced its operations on May 20, 1916, on the basis of a company with unlimited liability, for the purpose of making wholesale purchases and sales of merchandise for account of its members.

Now that the "Union of Siberian Co-operative Unions" enjoys confidence on the principal markets and in financial circles, the necessity of an unlimited liability no longer exists, and has ceased.

Besides supplying the unions with purchased merchandise, Zakoopsbyt is in the manufacturing business, and it has quite pretentious plans for the future.

At the present time they have wool-combing, leather, soap, boot, candy factories, flour mills, etc.

The turnover in merchandise of Zakoopsbyt in 1916 amounted to Rs. 3,500,000, in 1917 to 43,000,000, in 1918 up to December 1, to Rs. 141,305,190. The transportation situation is hampering very greatly their activities, and for the past few months they were hardly able to forward to destination more than one-sixth of the required and ordered goods; the same being true of the receipts by them of products from their members.

The figures given above do not include transactions in merchandise effected by the unions themselves independently of Zakoopsbyt, which for the first eight months of 1916 amounted to Rs. 65,000,000.

They publish a periodical called *The Siberia Co-operation*.

Syncredsoyooz; or the Union of Siberian Credit Unions.

The headquarters of the Syncredsoyooz, or Union of Siberian Credit Unions, which was organized in 1917, at Novonikolaevsk. The turnover of the Syncredsoyooz for the year 1918, to December 1, was Rs. 25,918,077, and of the Unions, Rs. 146,459,997, a total of Rs. 172,378,014.

It comprises 28 credit unions, representing around 4,000 loan and saving associations.

Of that number 15 unions, representing 2,500 loan associations, are full partners; the remaining are conducting business with the Syncredsoyooz. It is expected that shortly all of them will become an integral part of the union, negotiations in that direction being under way just now.

The commercial organization of this union has as its aim to help grain producers in securing agricultural implements and promote improvements in the method of agriculture.

They purchase iron, agricultural machinery and implements, parts thereof, vehicles, tractors, threshing outfits, flour and saw-mill machinery, all the necessary oils and chemical products, seeds, twine, typewriters and tools.

They export flax, hemp, wool, hides, calf skins, furs, bristle and horse hair.

The All-Russian Central Union of Co-operatives.

HISTORICAL REVIEW.

From its foundation until 1907 the All-Russian Central Union of Co-operative Societies was called the Moscow Union of Consumers' Societies.

The constitution was approved on July 16, 1898. Eighteen co-operative societies of different places in Russia were its founders. The first meeting of the representatives of the founders was held at Moscow, October 23-26, 1893.

Until 1906 the union developed its activities very slowly. Up to that time it had unified only 166 co-operative societies of consumers, and its commercial transactions amounted to Rs. 300,000.

After 1906 the development of the Union was very rapid, especially beginning with the year 1912.

PURPOSE OF THE UNION.

The purpose of the Centrosoyuz is to unify all unions of co-operative societies of consumers, large co-operative societies and other co-operative organizations in Russia, to co-ordinate and develop their business and to organize their joint activities, directed to improve the material prosperity of their members.

The fundamental task of Centrosoyuz is social organization of production and also supplying the consumers with all necessary goods directly from first sources.

REGION AND POPULATION.

The activities of the All-Russian Central Union of Co-operative Societies (shortened Centrosoyuz) extend all over European Russia, Siberia and the Far East. At the present time, it supplies about 25,000,000 of organized members of co-operative organizations. Considering that part of these members are families, and that the goods of the Union are bought not only by members but also by private consumers, it can be surely stated that the region supplied by Centrosoyuz includes about 75,000,000 of Russia's population.

At the present time Centrosoyuz united about 500 district associations having in all 40,000 of their own stores for distribution of products among the population.

Centrosoyuz has its own representatives and agencies also in all the most important cities and towns of European and Asiatic Russia and abroad. At the present time it has its own branches in the following cities: (1) Moscow, (2) Helsingfors, (3) Archangelsk, (4) Murmansk, (5) Petrograd, (6) Odessa, (7) Rostow on the Don, (8) Murom, (9) Novgorod, (10) Jekaterinburg, (11) Perm, (12) Ribinsk, (13) Tchistopol, (14) Ufa, (15) Tsaritsin, (16) Saratoff, (17) Jekaterindar; and in Siberia at Omsk, Irkutsk and Vladivostok.

Besides these the Union has its agents and representatives in all of the most important stations of the Siberian railway. It has established its offices in London, Shanghai, New York, Kobe and Harbin, and, in the near future, an office will be opened at San Francisco.

CAPITAL.

At the present time Centrosoyuz has joint stock amounting to about Rs. 10,000,-000 capital stock of about Rs. 5,000,000 over Rs. 20,000,000 in moveable property and real estate, particularly in its own industrial establishments, and about Rs. 300,000,000 in floating capital. Turnover amounts to Rs. 900,000,000.

REAL ESTATE.

Centrosoyuz owns about 20 industrial enterprises, and many of its offices are situated in its own premises as, for example, in Moscow, N. Novogorod, Vladivostok and elsewhere.

COMMERCIAL OPERATIONS.

In 1917 the commercial transactions of Centrosoyuz reached the sum of Rs. 250,-000,000, while last year, 1918, this sum amounted to Rs. 1,000,000,000. In 1917 the dollar was worth from 6 to 8 Rs.

Considering these figures, the important fact must be borne in mind that, at the beginning of its activities, Centrosoyuz had to depend upon the services of different commercial commissioners, and even three years ago a considerable portion of the purchases made by the Union passed through the hands of these commercial agents. But with each new year the Union received more and more goods without their intervention, and in 1917 not less than 60 per cent of all merchandise bought by the Union was received directly through its own purchasing offices and agents. So at the present time the Union is very near the first sources of products, the producer, and in the immediate future it will be able to supply the consumers with all necessary goods direct from the manufacturer.

THE UNION'S OWN INDUSTRIAL ENTERPRISES.

At the beginning of 1913 Centrosoyuz started to organize its own industries, and at present it owns about 20 of them, one chemical factory, one candy factory with 500 workers producing 500 to 600 poods daily, one tobacco factory in Tambow Gubernia with 200 workers producing about 500 cases daily, one mill in Yevdakov in Voronyezh Gubernia, producing about 3,000 poods daily, one match factory in Moscow Gubernia with 50 workers producing 50 boxes daily, soap works in Kursk with a capacity of about 4,000 poods daily, one mill in Ribinsk with 300 workers producing about 25,000 poods daily, one mill in Saratov with a capacity of about 12,000 poods daily but actually producing about 5,000 poods daily, brick works in Krynkov, one syrup mill near N. Novogorod with 185 workers and a capacity of 27,828 poods daily; one mechanical shoe factory in Zaray with 509 workers and a capacity of about 50,000 pairs daily, fisheries at Murman and Astrachan, one soap factory in Moscow.

In addition to the above mentioned factories and works, steps have been taken for opening some new mills, canneries for fish and other industries.

In 1917 the total production of Centrosoyuz's industrial enterprises amounted to Rs. 52,000,000, and in 1918 the average monthly production was Rs. 4,320,000. This comparatively low production has to be attributed to the abnormal political conditions and the entire disorganization of transport throughout the country.

In consequence of these abnormal conditions, it was impossible to keep the works plentifully supplied with raw material and to improve them technically as desired.

RESPONSIBILITY.

All operations of the Centrosoyuz are guaranteed not only by all the property of the Union itself, but also by all the united societies to the limit of their share liabilities without regard to the amount of their paid-up shares.

Up till the summer of 1918, the Centrosoyuz was a purely Russian organization, with a few purchasing agencies in the most important points of Siberia, but there was no co-operative action between the Siberian co-operatives and the Centrosoyuz.

Since the time mentioned above, however, the Centrosoyuz has come into close contact with the co-operatives of Siberia, and is becoming the medium of centralizing their activities.

ORGANIZATION IN SIBERIA.

Hitherto in Siberia the union of "consumer's" co-operatives has been the dominant co-operative power, possessing even its own independent connections and foreign markets. Its relations with the All-Russian Central Union since the entry of the latter into Siberia have been regulated by a national agreement. "Consumer's" co-operatives there have at present a choice of two organizations for the purchase of the goods they need. The fusion of the activities of the two organizations in respect of operations on foreign and internal markets, the founding of industries, etc., under the All-Russian Central Union is the ideal which it is sought to realize.

Further progress towards that end is to be observed in the creation at Omsk by the Central Union of a Siberian headquarters for the control of those activities which are its special province, and of a purchasing and distributing branch at Vladivostok. This step which in a sense is a departure from the principle of centralization, has been dictated by the following practical considerations. In view of the western, i.e. Euro-pean situation, it was recognized that Siberia for a long time must look for the supply of her wants in many important respects, to North America, Japan and certain eastern countries, and that the goods imported must be brought in through far eastern ports. Vladivostok was considered to be immeasurably better situated from every point of view than Omsk 4,000 miles inland, for conducting effectively the operations connected with the purchase, the storage and distribution of merchandise.

The Vladivostok branch at the same time is to fulfil the functions of the Central Union in respect of activities of the co-operative unions in Eastern Siberia, east of Irkutsk, which is too remote to be effectively managed from Omsk. The economic dependence of Eastern Siberia resting altogether on the Pacific, i.e. the east and not on the west, is an additional reason for reaching that decision.

NORWEGIAN MARKET FOR HARDWARE, CONSTRUCTION MATERIALS, ETC.

(Consul General Marion Letcher, Christiania, in United States Commerce Reports.)

Construction material, hardware, electrical goods, and machinery are very much in demand in Norway. At the first of the year there were practically no stocks on hand and Norwegian merchants are eager to get in touch with American firms able to make deliveries without too much delay. The two chief ports for the receipt of such goods are Bergen and Christiania, from which centres the goods are distributed to all parts of the country. Unless a firm contemplating the opening of such business with Norway has a branch house here it is advisable to appoint a Norwegian firm to act as agent. Ordinarily, Christiania is the best location for such an agency. The usual terms are 60 to 90 days, and quotations are made preferably c.i.f. Christiania.

PULP AND PAPER IN FRANCE: TARIFF, IMPORTS AND EXPORTS.

Mr. Philippe Roy, Commissioner General for Canada in Paris, France, sends the following particulars respecting pulp and paper in France:—

The French tariff on imported cellulose pastes are as follows:—

No. 168 in French Customs Tariff.	Cellulose pastes.		General Tariff.		Minimum Tariff.
		Mechanical.	Dry. .1 fr. 50 for 100 kilos, gross weight.		1 fr.
			Wet. .0.75	"	0.50.
		Chemical.	.....2.50	"	2.

Duties upon importation on mechanical and chemical cellulose pastes for the manufacture of newsprint are reduced 95 per cent. (Law of the 14th August, 1915). The transportation of cellulose pastes consigned to a paper-mill, is insured by a transire which is charged by the Customs officers or by the municipal authorities. In addition to this, importers must leave at the customs office a bonded guarantee of returning within three months a certificate given by the newspaper management, attesting that the paper-mill which was the consignee has delivered to the press-room of the said newspaper a corresponding quantity of news print. The quantity of paper has been fixed at 50 per cent of the total weight for wet pastes, and at 90 per cent for dry pastes. (Circular 4659).

EXPORTS OF CELLULOSE PASTES DURING YEARS 1912 TO 1918

Special Trade—Metric Quintals.

Importing Countries.	1912.	1913.	1914.	1915.	1916.	1917.	1918.
Mechanical cellulose pastes—							
Great Britain	49	236	526	6	1		
Belgium	1	131					
Spain	108	145	189	7	2	12	19
Italy		60		102		305	11
French Indo-China	17		213	73	52		
Japan	2,159						
Other Countries	110	17	267	42	1		
	2,444	589	1,195	230	56	317	30
Chemical cellulose pastes—							
Germany	3,618	4,949	1,625				
Belgium	231	16	5				
Italy	709	287		1,540	516	1,838	18
Spain	252	82		2	565	20	2
Indo-China	15	15		5	23	70	
Other Countries	423	596	419	8	63	8	4
	5,248	5,945	2,049	1,555	1,173	1,936	24

Metric Quintal—Weight of a hundred kilos.

IMPORTS OF CELLULOSE PASTES DURING YEARS 1912 TO 1918.

Special Trade—Metric Quintals.

Source.	1912.	1913.	1914.	1915.	1916.	1917.	1918.
Mechanical cellulose pastes—							
Russia	142,918	153,795	58,590				
Sweden	865,800	1,163,424	834,825	162,860	521,111	131,006	135,229
Norway	1,231,720	1,159,232	1,037,098	1,298,982	1,182,321	719,412	1,330,123
Germany	51,684	63,958	43,981				
Canada	40,150	45,039	68,631	215,670	417,311	34,076	
Belgium	1,690	150	9,612				
Switzerland	2,671	3,229	7,689	15,009	7,249	2,377	1,195
Fr. Indo-China	17	702	4,687				
Great Britain	8,990	4,287	2,668	2,183	4,094	77	
Denmark							19,509
Other Countries	766	673	7,726			65	38
	2,346,406	2,594,489	2,075,507	1,694,704	2,132,086	887,013	1,486,094
Chemical cellulose pastes—							
Russia	42,567	9,953	7,583				
Sweden	682,602	888,025	413,333	686,997	1,072,929	534,022	824,065
Norway	326,716	318,297	162,868	349,613	362,518	154,348	206,485
Germany	398,731	427,160	254,614	602		106	
Netherlands	28,032	13,453	2,936	1,966	1,732	100	
Belgium	42,883	46,646	30,524	461			
Switzerland	48,780	46,058	40,982	84,853	46,362	18,718	12,734
Austria-Hungary	257,242	265,360	141,721	417		102	
Rumania	3,636	10,809	28,914	152			
United States	27,061	27,113	10,798	6,653	8,439	6,131	6,356
Canada			2,036	1,922		2,386	886
Spain	259	356	1,016		2,621		3
Denmark	579	101					156
Other countries	1,420	1,664	14,318	381	424	162	4
	1,860,508	2,054,995	1,111,643	1,134,017	1,495,025	716,075	1,050,689

IMPORTS OF DIVERS PAPERS DURING YEARS 1912 TO 1918.

Special Trade—Metric Quintals.

Exporting Countries.	1912.	1913.	1914.	1915.	1916.	1917.	1918.
Fancy paper and cardboard—							
Metallised—							
Germany	470	430	271	.....	2	1	9
Great Britain	7	12	32	36	112	443	481
Other Countries	19	21	8	5	5	19	11
	496	463	311	41	149	463	501
Other—							
Great Britain	874	806	617	2,856	3,940	2,421	2,276
Germany	4,159	3,843	2,474	15	1	2	2
Belgium	821	535	178	24	.....	75	37
Switzerland	309	419	348	1,885	2,704	2,196	1,001
Austria-Hungary	343	309	69	2	.....	5	-
United States	143	96	58	81	7,035	2,551	585
Japan	71	112	80	42	86	56	-
Italy	13	8	2	1,689	1,326	392	91
Spain	4	9	3	778	2,253	389	38
Sweden	2	.....	13	509	715	196	166
Other Countries	87	115	79	2	49	3	1
	6,826	6,252	3,921	7,901	18,109	8,286	4,197
Machine-made paper and cardboard other than fancy—							
Over 30 Gr. a square metre—							
Spain	33	71	14	11,314	56,285	15,002	1,210
Sweden	5,132	1,130	5,862	114,362	426,168	102,839	75,985
Italy	32	47	35	12,044	24,559	719	518,858
Norway	1,610	2,058	477	193,948	349,030	77,265	105,166
Great Britain	67,181	65,521	40,477	70,654	71,408	36,829	30,014
Germany	21,569	25,485	12,275	76	19	.....	-
Belgium	5,466	5,063	2,473	85	.....	.....	19
Switzerland	1,527	2,026	970	44,896	33,778	31,700	13,389
Netherlands	1,029	635	554	32,813	26,006	857	1,074
Austria-Hungary	646	426	245	.....	.....	.....	-
United States	1,044	748	355	10,030	51,216	53,614	153,427
Other Countries	335	522	204	799	730	39	4,538
	105,609	112,732	63,951	491,021	1,039,249	325,340	403,680
Machine-made paper and cardboard other than fancy—							
Of 30 gr. and under a square metre—							
Sweden	2,883	4,155	3,170	1,853	5,414	2,593	3,974
Norway	1,755	1,230	1,085	4,069	9,935	6,960	16,110
Great Britain	1,671	1,764	1,261	2,252	3,242	1,479	1,213
Germany	9,799	10,350	5,649	137	30	.....	.....
Netherlands	3,293	1,104	109	38	81	26	.....
Spain . . . . .	.....	251	.....	2,509	7,522	7,067	2,509
Italy	176	101	35	1,425	5,053	4,553	2,344
United States	90	51	58	51	490	122	238
Other Countries	905	304	533	402	605	289	307
	20,572	19,310	11,900	12,736	32,372	23,089	26,695

Metric Quintal—Weight of a hundred kilos.

IMPORTS OF DIVERS PAPERS DURING YEARS 1912 TO 1918—*Continued.*

Exporting Countries.	1912.	1913.	1914.	1915.	1916.	1917.	1918.
Hand-made paper—							
Great Britain.....	920	1,332	703	490	549	827	510
Germany.....	8,056	8,520	5,255	21	17		
Netherlands.....	557	2,344	2,456	98	52	8	
Belgium.....	365	302	16				
Austria-Hungary.....		181	67		32		
Spain.....	2	136		4	793	97	
Switzerland.....	109	44	9	15	6	294	1
United States.....	67	142	58	23	85	81	66
Japan.....	22	37	39	3	21	52	21
Other Countries.....	96	13	134	50	74	123	40
	10,194	13,051	8,737	614	1,629	1,482	638
Sulphurized or near-sulphurized paper—							
Great Britain.....	169	27	25	349	584	58	356
Germany.....	4,236	3,092	2,730	11	2	59	
Netherlands.....	1,147	478	367	160	116	19	
Belgium.....	2,315	1,822	1,457				
Austria-Hungary.....	1,169	1,784	40				
Sweden.....				1,176	3,711	1,342	1,589
Norway.....	6	5		2,038	4,442	478	7,967
Switzerland.....	109	186	94	2,069	1,761	279	157
Spain.....				1,047	646		
Italy.....	31	20	26	2,638	3,405	97	40
United States.....	5	2	1	2	463	221	618
Other Countries.....						1	375
	9,184	7,416	4,740	9,490	15,130	2,554	11,102

EXPORTS OF DIVERS PAPERS DURING YEARS 1912 TO 1918.

Special Trade—Metric Quintals.

Principal Importing Countries.	1912.	1913.	1914.	1915.	1916.	1917.	1918.
Fancy paper and cardboard—							
Great Britain.....	9,043	6,101	4,227	4,066	2,194	949	2,181
Germany.....	1,048	1,215	438				
Belgium.....	523	816	510	310	776	448	239
Switzerland.....	1,045	904	438	400	1,062	553	258
Spain.....	178	50	59	59	180	175	118
Portugal.....	27	285	127	5	8	21	97
Austria-Hungary.....	363	1,128	139				
Italy.....	1,753	1,595	1,601	517	770	310	39
Greece.....	3	13	36	81	60	13	22
Morocco.....	371	389	267	51	13	96	47
United States.....	248	349	192	473	395	256	83
Mexico.....	812	699	1,388			3	
Brazil.....	72	89	245	63	146	217	207
Colombia.....	232	362	268	17	10	125	16
Argentina Republic.....	295	565	131	70	447	226	272
Other countries.....	1,164	960	1,036	299	527	493	272
Totals.....	17,177	15,520	11,102	6,411	6,588	3,885	3,851
French Colonies.....	1,298	2,279	1,741	485	366	371	129
Totals.....	18,475	17,799	12,843	6,896	6,954	4,256	3,980

EXPORTS OF DIVERS PAPERS DURING YEARS 1912 TO 1918—Continued.

Special Trade—Metric Quintals.

Principal Importing Countries.	1912.	1913.	1914.	1915.	1916.	1917.	1918.
Paper and cardboard, other than fancy—							
Great Britain	38,595	42,132	40,963	51,114	35,967	21,713	14,933
Russia	855	1,193	1,241	688	1,424	191	28
Germany	11,422	8,790	4,553				
Netherlands	2,082	1,162	743	2,815	1,325	98	
Belgium	25,685	27,297	12,078	1,709	2,459	3,076	1,169
Switzerland	11,195	13,574	7,431	2,533	1,235	602	1,302
Portugal	1,599	1,581	1,315	1,318	1,619	1,296	1,095
Spain	5,306	4,820	4,417	4,212	4,531	3,011	2,482
Italy	2,262	2,631	1,627	2,202	4,640	2,979	1,850
Greece	2,082	703	1,587	2,625	4,298	3,224	8,252
Turkey	15,304	13,960	9,890				
Egypt	40,623	34,645	25,735	8,127	3,499	2,115	3,785
Morocco	4,167	5,648	5,406	5,395	5,075	7,895	7,272
India	448	584	428	1,369	1,581	553	1,563
Japan	129	106	367	1,173	277	91	23
United States	26,024	30,278	32,326	36,543	49,050	64,523	57,535
Mexico	6,013	4,647	665	553	1,844	768	245
Columbia	1,238	1,128	372	337	353	445	106
Brazil	5,735	6,376	3,370	4,702	9,641	8,427	4,587
Argentina Republic	7,587	5,832	5,689	4,408	5,605	4,000	1,571
Chile	1,757	2,035	1,134	284	680	682	326
Canada	1,815	1,547	981	583	768	1,292	779
British Colonies of America	1,123	2,471	210	120	176	53	179
Other foreign countries	7,957	5,574	7,484	3,918	10,052	8,820	4,815
Duty-free zones	2,695	3,511	2,838	2,015	1,582	2,116	1,653
Totals	223,698	222,225	172,850	138,743	147,681	137,970	115,550
French Colonies	182,115	189,440	168,857	132,642	154,683	100,229	90,064
Totals	405,813	411,665	341,707	271,385	302,364	238,199	205,614
Sulphurized or near-sulphurized paper—							
Great Britain	6,180	5,863	4,090	1,556	931	3	
Germany	35	111	24				
Belgium	82		31	83		4	
Netherlands		133					
Switzerland	1	3	1	60	32	1	26
Italy	118	125	82	38	29	18	6
Egypt					5	12	74
Argentina Republic	2	2		2	3	2	38
Other foreign countries	131	34	92	42	59	47	33
Totals	6,549	6,271	4,320	1,781	1,059	87	177
French Colonies	5	1	8	6	8	9	3
Totals	6,554	6,272	4,328	1,787	1,067	96	185

Metric Quintal..... Weight of a hundred kilos.

Is equivalent to : 2.2046 Canadian Cwt.
1.9684 English Cwt.

1 cwt. Canadian.....100 lbs. 45 kgs. 359265
1 cwt. English..... 112 lbs. 50 " 802377
1 ton (Canadian ton).....2,000 lbs. 907 " 1853
1 ton (English ton).....2,240 lbs. 1,016 " 047536

A PAIL FACTORY ESTABLISHMENT IN VANCOUVER.

The Pacific Box Company, Limited, of Vancouver, B.C., have now in operation a pail factory. It is said to be the first pail factory in Canada west of lake Superior. They are manufacturing pails, kits and tubs.

THE PORT OF BRIDGETOWN, BARBADOS.

Nearly every ship going to the British West India colonies included in the Preferential Trade Agreement, whether from Canada, the United States or England, calls at Bridgetown, Barbados. The island of Barbados is only twenty-one miles long and its greatest width is only fourteen and one-half miles. The island has a population of little less than 180,000, and every part of it may be said to be cultivated, the production being chiefly sugar and molasses. Bridgetown has a population of about 35,000, including its residential suburbs. There are many beautiful residences in the city and suburbs. In addition to being the shopping district for the island of Barbados, Bridgetown is a wholesale centre for all the Windward and Leeward islands and there are a number of importing and exporting houses.

TIME RIPE TO PUSH AMERICAN FRUITS IN FOREIGN MARKETS.

*(By Dr. W. E. Aughinbaugh, Foreign and Export Editor,
New York Commercial.)*

During the season of 1915-16 American apples to the extent of 2,667,873 barrels and 1,423,132 boxes were exported to Europe, Asia, Africa and Latin America. In addition, it is conservatively estimated that more than 500,000 boxes and barrels of this fruit went to such countries as Porto Rico, Hayti, Santo Domingo, Hawaii, the Philippines, Mexico and parts of Canada, of which no record was made. Since this date it has not been possible, due to the demoralized condition of shipping facilities, to obtain accurate data regarding this industry. These figures take no account of shipments of dried apples, a special field of this business, which is yearly increasing, the product being in great demand in Europe and Latin America.

Apple growing and shipping is properly entitled to be designated as one of the major industries of this country, involving from 50,000,000 to 75,000,000 of barrels on an output valued at approximately \$100,000,000. It should be borne in mind that these figures relate only to apples handled in a commercial manner and do not take into account those grown and consumed otherwise. As yet the Government has not developed an accurate method of determining or computing the entire annual crop of this fruit. Some idea of the importance of this growing business may be formed when I state that at the last meeting of the National Apple Growers' Association a resolution was adopted urging the Government to devise some appropriate method for obtaining statistical information on this growing and important industry.

Apples are destined to form an important item in the diet of this and other nations. The present economic condition of the world is destined to give a great stimulus to the use of this fruit and its future as an article of export is assured. Mr. Louis B. Magid, at the head of the Appalachian Corporation, which operates the largest apple orchards in the world, having more than 350,000 trees in bearing, and an authority on apple shipping, expects that the next few years will see this industry develop materially and believes that the foreign trade in this fruit will far surpass that of any similar line.

The war in Europe will benefit the American apple grower for years due to the fact that the three years of hostilities have resulted in the destruction and neglect

of apple orchards throughout that continent, with the obvious result that buyers can only look to this country for their needs. Northern France, for example, produced fine apples, most of which were exported. To-day that territory is virtually destitute of apples as well as other orchards. Such trees as were not blasted by gunfire, ruined by poisonous gases and conflagration have been cut down by the retreating Germans. The hills and mountains of Northern Italy were, prior to the conflict in that country, productive of a high-grade variety of apples which were eagerly purchased by dealers. These orchards have suffered as have those of France. Russia was a producing power in the apple trade of Europe and its climate and soil were especially adapted to fruit. Industrial and political demoralization, together with a heavy depletion of the producing power of this wonderful land have eliminated Russia from this line of endeavour. China does not grow apples, neither is the fruit raised for commercial purposes in any parts of Asia. In the Latin-American nations Chile alone grows apples, but enough only for home consumption. Incidentally, I may state that the Chilian apple is without a peer anywhere, and being ripe at a time when our apples are out of season, the possibilities in this line alone are really wonderful, but up to the present no one has taken advantage of the situation.

As competitors in the apple industry the United States had only Canada and New Zealand to consider. The production of the former is small and railway freights from interior points are liable to prohibit the exportation of apples to a great extent, while the long distance that New Zealand has to bring her fruit to market militates against her ever being a serious factor in the trade. As a consequence our position to-day is ideal and if we take advantage of conditions there is no reason why this country cannot dominate this trade for years to come.

Through proper advertising and marketing campaigns, which should be started immediately, the entire world can be made to eat American apples. The nature of the fruit makes it an admirable article for exporting to any part of the globe, and American apples are accepted to-day as the standard for all purposes.

The possibilities for creating demands for dried fruits in overseas markets never were better and excess crops could be conserved for future use, for the entire world is fruit hungry and willing to buy this necessity.

EFFECT OF WAR UPON PAPERMAKING IN SWEDEN.

(Consul General Albert Halstead, Stockholm, in United States Commerce Reports.)

The war had a very serious effect upon the papermaking industry of Sweden through causing a great scarcity of the chemicals used in the manufacturing process. These became almost unobtainable while the prices advanced beyond reason; this was particularly true of sulphur. No information is available as to what substitutes were used. Though the war contributed very largely to the advancement of prices, especially in 1916, it was not the only factor, for the paper mills formed a combination which bound the members to the strictest accountability and provided for a very high fine when any manufacturer sold below the fixed rates. This naturally led to a further increase, and prices are now several times those prior to the war. The cost of labour has gone up very materially, while the supply is lessened. The paper mills, and the banks which hold large quantities of their notes, declare that the prevailing prices are justified by cost of production.

For a period this condition checked trade, but recently England has been buying, and it is understood that there have been inquiries from France, which have improved the situation a little, but some of the banks are showing signs of nervousness because of the comparative slowness of the sales. It is impossible, however, to state definitely the effect of the war upon the paper industry. Many mills made a great deal of money, but their export trade was greatly disorganized because of high prices and the scarcity of shipping facilities.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending July 18, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	146,242	141,896	96,587	173	36,833	421,731
Consolidated Elevator Co.	11,152	28,390	55,289	30,725	4,074	129,630
Empire Elevator Co.	*8,770	149,238	46,763	21,859	5,327	214,417
Ogilvie Flour Mills Co.	305,987	90,850	102,736	..	6,213	505,786
Western Terminal Elevator Co.	*21,458	41,846	15,615	13,246	1,179	47,428
G. T. Pacific.	29,313	216,296	33,316	9,089	7,230	295,244
Grain Growers' Grain Co.	26,602	447,521	174,310	..	14,925	663,358
Fort William Elevator Co.	*7,391	293,899	135,881	13,702	842	436,983
Eastern Terminal Elevator Co.	27,769	34,632	170	..	..	62,571
Northwestern Elevator Co.	8,657	17,584	36,485	..	240	62,966
Port Arthur—						
Port Arthur Elevator Co.	108,086	508,415	257,184	18	21,618	895,321
Sask. Co-op. Elev. Co.	126,429	185,483	57,505	36,232	5,595	411,244
Canadian Government Elevator.	38,938	174,016	48,386	17,450	2,631	281,421
Can. Government, Acc't. Imp. Gov. ....	..	..	..	62	..	62
Thunder Bay... ..	22,697	254,752	65,876	7,235	..	350,560
Davidson & Smith.	12,816	126,094	39,652	..	3,614	182,176
Eastern-Richardson.	165,526	35,347	25,158	15,471	24,752	266,254
Total terminal elevators . .	989,595	2,746,259	1,190,913	165,262	135,123	5,227,172
Saskatoon Can. Government Elevator..	138,112	251,423	4,330	563	..	394,128
Moosejaw Can. Government Elevator..	187,187	236,672	7,792	3,754	16,441	443,609
Calgary Can. Government Elevator....	175,229	130,586	25,927	456	11,945	346,387
Vancouver Can. Government Elevator..	..	71,764	..	220	..	71,984
Total interior terminal elevators	500,528	690,445	38,049	4,993	22,392	1,256,408
Depot Harbour. ....	..	..	None	in store.	..	..
Midland—						
Aberdeen Elevator Co.	4,996	15,428	..	..	..	20,424
Midland Elevator Co.	167,926	443,156	..	..	275,899	886,981
Tiffin, G. T. P.	113,586	2,255	..	..	..	115,821
Port McNicoll.	889,808	160,393	25,000	..	..	1,075,201
Collingwood. ....	..	..	..	..	..	-
Goderich—						
Elevator & Transit Co.	634,297	16,947	..	390	..	651,634
Western Canada Flour Mills Co., Ltd.	356,450	..	..	..	..	356,450
Campbell Grain and Feed Co., Toronto, Ont.	167,287	8,030	2,099	..	..	177,416
Kingston—						
Montreal Transportation Co. ....	..	..	..	..	..	-
Commercial Elevator Co. ....	..	..	Not	reported.	..	..
Port Colborne Dom. Govt. Elevator.	10,425	..	..	..	..	10,425
" Maple Leaf Milling Co., Ltd. ....	..	..	Not	reported.	..	..
Prescott. ....	..	..	..	..	..	-
Montreal—						
Harbour Commissioners No. 1	462,882	23,950	1,260,540	..	..	1,747,372
" No. 2	502,557	384,383	430,272	..	..	1,317,212
Montreal Warehousing Co.	1,065,628	18,398	447,574	11,009	..	1,542,609
Ogilvie Flour Mills Co.	538,556	..	..	..	..	538,556
Quebec Harbour Commissioners.	495,326	44,681	..	..	..	540,007
West St. John, N.B.	714,694	9,703	51,594	..	..	775,991
Halifax, N.S. ....	..	..	Not	reported.	..	..
Total public elevators.	6,124,418	1,127,304	2,217,079	11,399	275,899	8,756,099
Total quantity in store.	7,614,541	4,564,008	3,446,041	181,654	433,415	16,239,659

* Wheat shipped. † Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended July 18, 1919.**

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		22,170	22,170		22,170
No. 1 Northern.....		160,685	283,195	2,063,652	2,507,532
No. 2 ".....		84,550	96,846	842,313	1,023,709
No. 3 ".....		172,658	62,795	1,265,202	1,500,655
No. 4 Wheat.....		169,022	8,823	823,817	1,001,165
No. 5 ".....		77,386	7,485	381,495	466,366
No. 6 ".....		99,993	1,107	399,135	500,235
Other.....		225,301	18,634	348,804	592,739
Totals.....		989,595	500,528	6,124,418	7,614,541
Oats—					
No. 1, C.W.....		2,701			2,701
No. 2, ".....		467,773	68,671	240,028	776,472
No. 3, ".....		528,820	63,958	336,404	929,182
Ex. No. 1 Feed.....		347,092	144,066	201,273	692,431
No. 1 Feed.....		369,037	195,544	150,838	715,419
No. 2 ".....		756,624	158,536	130,004	1,045,164
Other.....		274,212	59,670	68,757	402,639
Totals.....		2,746,259	690,445	1,127,304	4,564,008
Barley—					
No. 3, extra C.W.....				1,235	1,235
No. 3, C.W.....		572,000	12,653	514,252	1,098,905
No. 4 ".....		344,069	13,518	1,069,022	1,426,609
Feed.....		70,686	3,066	81,483	155,235
Rejected.....		126,228	6,693	481,801	614,722
Other.....		77,930	2,119	69,286	149,335
Totals.....		1,190,913	38,049	2,217,079	3,446,041
Flax—					
No. 1, Northwestern Canada.....	62	96,195	1,773	11,399	109,429
No. 2, C.W.....		48,743	2,307		51,050
No. 3, ".....		9,441	4		9,445
Rejected.....			29		29
Other.....		10,821	880		11,701
Totals.....	62	165,200	4,993	11,399	181,654
Rye—					
No. 1, C.W.....		2,065			2,065
No. 2, ".....		67,539	11,945	189,013	268,547
No Grade.....		11,890			11,890
Rejected.....		5,651		45,591	51,242
Other.....		47,928	1,763	41,295	90,986
Totals.....		135,123	13,708	275,899	424,730
Corn.....			8,685		8,685
Total quantity in store.....		5,227,152	1,256,408	9,756,099	16,239,659

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on July 18, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Totals.
	Bushels.	Bushels.	Bushels.
<i>July 18, 1919—</i>			
Terminal elevators.....	989,595	4,237,557	5,227,152
Interior terminals.....	500,528	755,880	1,256,408
Public elevators in the East.....	6,124,418	3,631,681	9,756,099
Total....	7,614,541	8,625,118	16,239,659
<i>July 19, 1918—</i>			
Terminal elevators.....	128,587	5,510,415	5,639,002
Interior terminals.....	96,241	1,122,209	1,218,450
Public elevators in the East.....	3,631,026	4,852,646	8,483,672
Total	3,855,854	11,485,270	15,341,124
<i>July 20, 1917—</i>			
Terminal elevators.....	7,792,234	6,301,929	14,094,163
Interior terminals.....	434,653	195,495	630,148
Public elevators in the East.....	4,343,871	7,323,466	11,667,337
Total.....	12,570,758	13,820,890	26,391,648
<i>July 21, 1916—</i>			
Terminal elevators.....	11,858,775	7,189,464	19,048,239
Interior terminals.....	855,035	157,079	1,012,114
Public elevators in the East.....	5,613,140	6,415,710	12,028,850
Total.....	18,326,950	13,762,253	32,089,203
<i>July 22, 1915—</i>			
Terminal elevators.....	2,041,125	1,818,364	3,859,489
Interior terminals.....	63,212	86,829	150,041
Public elevators in the East.....	495,322	1,740,735	2,236,057
Total.	2,599,659	3,645,928	6,245,587
<i>July 23, 1914—</i>			
Terminal elevators.....	2,411,042	3,640,380	6,051,422
Public elevators in the East	3,863,940	3,750,944	7,614,884
Total.....	6,274,982	7,391,324	13,666,306

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

In January, 1916, there were still 72,743, and in January, 1917, 70,118 trucks, running daily; in January, 1918, this number had decreased to 16,644, and in January, 1919, it had sunk to 13,193 trucks. The working capacity of the engines has fallen off in a similar degree. In 1918 they were capable of travelling only 52 versts per day. Naturally the financial results of the railways are unsatisfactory. Up to 1916 the balance-sheet still showed a profit. In 1917, however, there was a deficit of R. 1.9 milliards, and in 1918 the deficit rose to R. 8 milliards. The measures taken by the Soviet Government are too late to prevent the ruin of the Russian railway system. It is hoped, however, that the difficulty of transport will be lessened with the approach of the warmer weather, when the waterways will become available.

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the ten months ended June 30, 1919.

	Receipts.						
	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
September, 1918.....	4,140,197	111,683	438,583	9,757	43,460	4,743,680	863,660
October.....	22,978,200	806,095	1,203,688	215,138	145,059	25,348,180	1,651,530
November.....	24,310,613	1,028,548	748,913	410,288	182,268	26,680,630	2,576,044
December.....	20,280,990	1,550,028	1,027,251	472,580	196,696	23,527,545	2,991,440
January, 1919.....	8,270,908	938,299	747,006	241,789	71,421	10,269,423	1,809,470
February, 1919.....	4,800,827	926,035	455,380	133,164	44,872	6,360,278	1,530,515
March, 1919.....	2,342,829	713,802	454,103	57,636	47,760	3,616,130	453,957
April, 1919.....	2,763,655	1,301,826	1,049,963	93,658	85,702	5,294,804	945,432
May, 1919.....	4,285,151	1,629,382	867,379	151,782	28,933	6,962,627	1,296,436
June, 1919.....	687,341	809,042	649,258	61,233	15,734	2,222,608	350,490
Total 10 mos. ending June, 1919.	94,860,711	9,814,740	7,641,524	1,847,025	861,905	115,025,905	14,468,974
Total 10 mos. ending June, 1918.	113,862,902	28,086,243	7,302,259	3,761,223	210,975	153,224,627	23,737,953
					*1,025		

	Shipments.						
	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1918.....	f Lake 1,583,608	362,535	162,115	15,353	3,499	1,598,961	-
	f Rail. 562,535	377,450	176,464	32,505		1,138,104	1,466,940
October.....	f Lake 12,420,727	322,160	177,649	82,347	24,054	12,679,538	-
	f Rail. 394,922	129,484	18,923	147,926		937,708	985,655
November.....	f Lake 30,171,908	1,070,895	246,709	21,518	57,880	30,449,318	-
	f Rail. 1,496,891	67,076	286,633	106,475	6,853,453	2,893,893	1,200,120
December.....	f Lake 6,393,269	1,172,678	60,563	152,855	1,034	6,853,453	-
	f Rail. 2,097,028	546,493	47,425	170,884	5,511	3,484,158	591,680
January, 1919.....	f Lake 620,326	386,765	119,282	74,118	10,306	1,390,639	-
	f Rail. 173,276	255,208	166,947	160,348	159,305	763,747	481,215
March.....	f Lake 191,343	111,613	35,255	32,709		972,583	248,515
	f Rail. 9,804,833	468,153	3,152,866	292,079	133,299	11,398,674	-
April.....	f Lake 186,641	834,496	102,819	17,527	2,415	722,758	349,427
	f Rail. 22,919,826	1,186,497	1,601,605	127,925	100,712	29,758,731	437,338
May.....	f Lake 298,791	770,030	37,670	18,144		1,256,048	760,796
	f Rail. 3,650,410	6,308,205	1,244,695	706,130	135,839	6,167,170	67,770
June.....	f Lake 225,667	5,016,501	1,420,451	851,259	*1,025	1,051,511	1,152,589
	f Rail. 86,944,611	2,558,771	6,290,070	1,112,611	499,791	97,405,854	505,108
Total 10 mos. ending June, 1919.....	f Lake 6,247,420	6,308,205	1,244,695	706,130	104,699	14,611,149	8,151,807
Total 10 mos. ending June, 1919.....	f Lake 98,148,002	14,804,247	5,016,501	2,943,710	63,585	120,976,045	1,368,110
	f Rail. 17,952,008	10,399,786	1,420,451	851,259	135,839	29,860,378	13,473,693
					*1,025		

* Corn.

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

	Month of June, 1919.	Ten Months June, 1919.	Ten Months June, 1918.
	No.	No.	No.
Barley—			
Number Three Extra C.W.	1	8	25
" Three C.W.	392	3,411	1,883
" Four C.W.	190	2,111	2,980
Rejected	66	786	637
No Grade	48	1,328	713
Condemned		1	—
Smutty			—
Feed	45	665	921
Total Barley	742	8,310	7,159
{ Cars			
{ Bushels	1,001,700	11,218,500	9,306,700
Flaxseed—			
Number One N. W. Canada	97	1,687	3,472
" 2 C. W.	28	465	553
" 3 C. W.	10	195	86
Rejected	4	26	38
No Grade		46	137
Condemned		2	—
Total Flaxseed	139	2,421	4,286
{ Cars			
{ Bushels	139,000	2,421,000	4,714,600
Rye—			
Number No. 1 C. W.		8	27
" 2 C. W.	26	698	291
Rejected	5	156	171
No Grade	9	233	35
Feed		1	—
Rye	40	1,096	524
{ Cars			
{ Bushels	44,000	1,205,600	524,000
Screenings	15	493	791
{ Cars			
{ Bushels	15,000	493,000	791,000
Corn		8	—
{ Cars			
{ Bushels		8,000	—
<i>Recapitulation.</i>			
Grain—			
Wheat	2,558	100,734	126,378
{ Cars			
{ Bush	3,197,500	125,917,500	154,813,050
Oats	890	13,905	28,885
{ Cars			
{ Bush	186,900	29,202,600	56,325,750
Barley	742	8,310	7,159
{ Cars			
{ Bush	1,001,700	11,218,500	9,306,700
Flaxseed	139	2,421	4,286
{ Cars			
{ Bush	139,000	2,421,000	4,714,600
Rye	40	1,096	524
{ Cars			
{ Bush	44,000	1,205,600	524,000
Screenings	15	493	791
{ Cars			
{ Bush	15,000	493,000	—
Corn		8	791,000
{ Cars			
{ Bush		8,000	—
Total grain	4,384	126,968	168,623
{ Cars			
{ Bush	4,584,100	170,466,200	226,475,100
Canadian Pacific Railway, Winnipeg and other points	3,119	64,880	90,080
Canadian Northern Railway	886	46,520	54,047
Great Northern Railway, Duluth	77	927	710
Grand Trunk Pacific	302	14,641	23,186
Total	4,384	126,968	168,623

**RECAPITULATION—COMPARATIVE FIGURES FOR TEN MONTHS ENDING
JUNE 30, 1919.**

	Total Number of Cars.
1901-2.....	52,748
1902-3.....	52,499
1903-4.....	36,786
1904-5.....	37,967
1905-6.....	64,021
1906-7.....	68,570
1907-8.....	60,209
1908-9.....	84,974
1909-10.....	105,508
1910-11.....	90,591
1911-12.....	163,134
1912-13.....	178,205
1913-14.....	187,122
1914-15.....	118,285
1915-16.....	304,411
1916-17.....	212,008
1917-18.....	168,023
1918-19.....	126,968

NEW INCORPORATIONS.

Dominion.

H. Corke and Company, Limited. Incorporators: Henry Corke, woollen manufacturer; and Alice Corke, married woman—both of Georgetown, Ont.; Ernest Young Barrowclough, of Glen Williams, Ont., woollen manufacturer; Ernest Russell Read, barrister-at-law; and Evelyn Keaveny, stenographer—both of Brantford, Ont. Capital \$100,000, divided into 4,000 shares of \$25 each. Chief place of business, Georgetown, Ont.

P. K. Company, Limited. Incorporators: Henry John Hague, King's Counsel; Chilion Graves Howard, advocate; Mary Jane Dunn and Bruce Forbes, stenographers; and Arthur Charters, book-keeper—all of Montreal. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, Montreal, Que.

Chase Tractors Corporation, Limited. Incorporators: James Leith Ross, Arthur Wellesley Holmested, Albert Roy Kinnear and Arthur Beresford Mortimer, barristers-at-law; Edith Mary Carruthers and Aileene Ritchie, stenographers; and John Salmon Holmested, banker—all of Toronto. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, Toronto, Ontario.

A. E. Osler and Company, Limited. Incorporators: Charles McCrea, barrister-at-law; and Arthur James Manley, company secretary—both of Sudbury, Ont.; Lena Blanche Biggar, stenographer; John Edward Regam, accountant; and Frederick Reed, traveller—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Toronto, Ontario.

Maritime Paper Company, Limited. Incorporators: John Charles McNab, Harry Regan Smyth and Harold Olaf Peterson, accountants; and Eleanor Bonham, secretary—all of Montreal; and Herbert Allen Green, of Verdun, Que., accountant. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Moncton, New Brunswick.

Hugh Doheny and Company, Limited. Incorporators: Hugh Doheny, contractor; George Archibald Campbell, K.C.; Auguste Angers and John Kerry, advocates; and Margaret Hartley, stenographer—all of Montreal. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, Montreal, Que.

Automatic Gage and Supply Company, Limited. Incorporators: Jacob Nicol, K.C.; Wilfrid Lazure, Joseph Sylfrid Couture and Hector Henry King, lawyers; and Albina Laroche, stenographer—all of Sherbrooke, Que. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal, Que.

United Portland Cement Company, Limited. Incorporators: Robert Malcolm Rodney, manufacturer; Morley Aaron Pettit and John William Robinson, real estate brokers, and Alexander Butcher, farmer—all of Brantford, Ont.; and Isaac Bush, of North Norwich, Ont., manufacturer. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Brantford, Ontario.

International Coal and Coke Company, Limited. Incorporators: Austin de Bernus Winter, William Gordon Egbert, Percy Alexander Carson and Roy Manning Edmonson, barristers-at-law; and Greta Adele Playter, student-at-law—all of Calgary. Capital \$3,000,000, divided into 3,000,000 shares of \$1 each. Chief place of business, Coleman, Alberta.

British Columbia.

New Waverly Hydraulic Mining Company, Limited. Capital \$100,000. Registered office, Vancouver.

Ontario.

The Canboro Gas and Oil Company, Limited. Incorporators: Jacob Kohler, Cayuga, live stock dealer; Alfred George May, Hamilton, gas meter expert; Abraham Erwin Hoover, gas operator; David E. Hoover, gentleman, and Milton Werner, farmer, Rainham, Haldimand; and Myron Abraham Gee, Selkirk, accountant. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Selkirk.

McCrimmon's Chemicals, Limited. Incorporators: William Symon Morlock, Roy Beverley Whitehead, and Bruce Victor McCrimmon, solicitors; Samuel Davidson Fowler, solicitor's clerk; and Violet Moffat, accountant—all of Toronto. Capital \$750,000, divided into 7,500 shares of \$100 each. Head office, Toronto.

Samuel May and Company, Limited. Incorporators: James Steller Lowell and Ernest Harold Stewart, accountants; William Bain, book-keeper; and Robert Gowans and John Henry, solicitor's clerks—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

IMPORTS AND PRICES IN NORWAY.

(Trade Commissioner Bengston, Christiania, in United States Commerce Reports.)

Extraordinarily heavy imports still continue in Norway. The market is flooded with apples, oranges, and meats, especially pork products, but prices continue excessively high due to high purchase prices and high freight rates. There has been much relief by re-exporting through Finland to the north coast of Russia and to Sweden, so that the Norwegians have to a considerable extent become international merchants.

Large cargoes of grain have lately arrived from Argentina and the United States. The greater part of the wheat and maize shipments have been brought in from the former country, while the latter is the source of most of the rye.

New maximum prices for a number of commodities have recently been published, among which are the following: For American picnic hams the new maximum prices, May 15, were: wholesale, 99 cents per kilogramme (2.2 pounds); retail, \$1.13 per kilogramme. In addition, for smoked picnic hams, there may be added 13.4 cents per kilogramme to the wholesale price and up to 16 cents per kilogramme to the retail price. The wholesale price of American cheese is \$1.53 per kilogramme and the retail price \$1.73 per kilogramme.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

1846. **Non-skid chains.**—A London company who are prepared to purchase large quantities of non-skid chains for motor car wheels, invite offers from actual Canadian manufacturers.

1847. **Woodpulp.**—An old-established Scottish firm is desirous of securing the agency of Canadian manufacturers of woodpulp of various kinds.

1848. **Manila paper.**—A London firm open to purchase label Manila paper in lots of 10 tons, would be pleased to receive samples and quotations from Canadian manufacturers.

1849. **Strawboards.**—A Glasgow firm ask for quotations on 3½, 4, 6, 8, 10 and 12 oz. strawboards, lined and unlined, in boards 22-inch x 30-inch in carload lots.

1850. **Canned fruits and fish.**—A Glasgow firm ask to be put in communication with exporters of canned fruits and fish.

1851. **Frozen egg yolk.**—A Glasgow firm would like to get into communication with a Canadian firm now shipping frozen egg yolk to the United Kingdom.

1852. **Poultry.**—A Glasgow firm wish to arrange for the exclusive Scottish representation of exporters of poultry.

1853. **Flour.**—A Glasgow firm wish to hear from flour mills desiring representation after control is removed.

1854. **Cycle chains and bells.**—A Glasgow firm wish to be placed in touch with exporters of the above.

1855. **Liquid glucose.**—A Glasgow firm inquire for liquid glucose.

1856. **Gallon apples.**—An important Glasgow firm wish to arrange for the exclusive representation of exporters of above and other canned fruits.

1857. **Wrapping paper, especially kraft brown.**—A Scottish firm ask to be placed in touch with exporters of the above.

1858. **Electrical heating and cooking appliances.**—A Glasgow firm ask to be put into communication with exporters of electrical heating and cooking appliances.

1859. **Boot and shoe agency.**—A Glasgow manufacturers' agent would like to arrange to represent exporters of ladies' boots, medium and best, and men's boots, medium.

1860. **Gallon apples.**—A Glasgow firm state they have an outlet for large quantities of a first-class brand of gallon apples.

1861. **Confectionery.**—A Liverpool confectionery importer asks for offers of confectionery.

1862. **Apples.**—A London firm, though handling mainly on commission, are also interested in selling offers of barrelled apples.

1863. **Apples.**—A Leeds firm would like to receive selling offers of Ontario and Nova Scotia barrel apples. They are also interested in boxed Newtowns.

1864. **Apples.**—An Aberdeen firm are prepared to purchase one car of British Columbia box apples and two cars of Ontario apples for shipment per each available steamer to Glasgow or Liverpool.

1865. **Apples.**—A Glasgow firm of apple merchants ask to be placed in touch with box and barrel apple exporters for single car shipments.

1866. **Table glassware.**—A Liverpool firm ask to be placed in touch with exporters of table glassware.

1867. **White strontium sulphate.**—A Liverpool manufacturers' agent asks to be placed in touch with exporters of white strontium sulphate.

1868. **Apples.**—A London firm ask to receive selling offers of Ontario apples.

1869, 1870. **Apples.**—Two Glasgow firms are in the market for considerable quantities of boxed and barrelled apples, or will sell on commission.

1871. **Apples.**—A Leeds firm desire to receive selling offers of boxed and barrelled apples.

1872. **Apples.**—A Glasgow firm selling by private treaty solicit consignments of boxed and barrelled apples.

1873. **Apples.**—A Glasgow firm who have specialized in Ontario boxed apples for sale by private treaty, solicit consignments of boxed apples from Ontario and British Columbia.

1874. **Machinery for number grave plates.**—A South African municipality ask for quotations and particulars of a machine suitable for stamping, embossing and cutting plates of galvanized sheet iron of the requisite gauge to insure rigidity. The machine should, if possible, stamp and cut the plates in one operation and be fitted with a device for automatically altering the numbers in rotation (numbers about 1½ inch high and ¼-inch stroke) which could be used or not as required.

1875. **Fruit machinery.**—A Cape Town firm of scale and machinery importers, who have a large connection in South Africa, are prepared to take up the agency for Canadian evaporating machinery, presses, etc. Catalogues if possible, and correspondence is requested, with full particulars as to packing and price.

1876. **Agencies.**—A South African commission agent requests correspondence from Canadian manufacturers of jute bags, paper wrapping and bags.

1877. **X-Ray machines.**—A South African firm of manufacturers' representatives and import and export agents wish to secure the agency for South Africa of a reliable Canadian portable X-Ray machine for medical and dental work. If the agency of a reliable make can be secured, many hundreds of these X-ray sets can be sold.

1878. **Medical electrical appliances.**—A South African firm of manufacturers' representatives, who have opened up an electrical department with a fully qualified staff, including one of the best-known medical electrical engineers in South Africa as head of the department, wish to get in touch with Canadian manufacturers of medical electrical appliances.

1879. **Rubber goods.**—A London company wish to purchase rubber footwear generally, rubber druggists' sundries, etc., and would be glad to receive catalogues and quotations from Canadian manufacturers of such goods.

1880. **Raincoats, rubber footwear.**—A firm of merchants and commission agents in Malta ask to be placed in touch with Canadian manufacturers of raincoats in all shades and styles, including black ones with hoods for naval ratings, and india-rubber shoes and boots for lawn tennis, etc., also gymnasium shoes. Cheap to moderate prices. They are also interested in textiles of most kinds.

1881. **Fencing wire, galvanized flat sheets and steel tubes: revolver cartridges.**—An important firm in the United Kingdom having a branch in the Argentine

Republic write that they imported Canadian manufactures last year to the value of about \$350,000 and this year they should do \$500,000. These goods previously were always imported from the United States. At prices which can compete in open markets such as Argentina and Uruguay they can buy. They will pay cash in Canada if necessary or cash on arrival in Argentina. They require the following:—

1. High-tension steel fencing wire. Shall be glad of prices with a note of guaranteed strains.

2. Galvanized flat sheets. Can use 24 and 26 English G. or 25 and 27 United States G., 36-inch by 84-inch. Felt-lined closed cases of 5 cwt. Steel must be specially soft for working up well and evenly coated and spangled. Patent flattened if possible.

3. Galvanized steel tubes; English thread. Send lists with discounts f.o.b. or c.i.f. Give weights.

4. Revolver cartridges.

They say: "We are British and at same prices and quality for quality you can have any or all trade we now place in the United States or any foreign market."

1882. Representation in the British West Indies.—A manufacturers' agency in Barbados, B.W.I., the manager of which has had thirty years' experience as head of a large importing firm in the West Indies and has a competent staff of canvassers, wish to get in touch with Canadian manufacturers who require representation in the British West Indies. Only exclusive representation will be considered.

1883. Food products.—An important firm in Athens, Greece, established 40 years, whose annual turnover in food products amounts to \$3,000,000, write: "Ours is one of the principal importing and exporting firms, but until now we have imported goods from England and the United States only, and have not had a chance to appreciate the qualities of your products. As we are interested in all kinds of products please have producers quote."

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential

friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 **R.S.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 **R.S.**—A Canadian soldier recently returned from France proposes to take a trip to Japan in July. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 **R.S.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 **R.S.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 **R.S.**—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 **R.S.**—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 **R.S.**—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 **R.S.**—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, hardware and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 **R.S. Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 **R.S.** Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Canada, White Star-Dominion Line, about August 6; *Scandinavian*, C.P.O.S. Line, about August 7; *Minnedosa*, C.P.O.S. Line, about August 8; *Metagama*, C.P.O.S. Line, about August 15.

MONTREAL TO LONDON.

Montezuma, C.P.O.S.-Furness Line (C.P.O.S.), about July 30; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about July 30; *Verbania*, Cunard Line, about July 31; *Mottisfont*, C.P.O.S. Line, about August 2; *Scotian*, C.P.O.S. Line, about August 6.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about July 29; *Glenspear*, C.P.O.S. Line, about August 7.

MONTREAL TO GLASGOW.

Saturnia, Anchor-Don. Line, about August 13; *Cassandra*, Anchor-Don. Line, about August 19.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Turcoman, Dominion Line, about July 31.

MONTREAL TO MANCHESTER.

Manchester Corporation, Manchester Liners, about August 7; *Manchester Hero*, Manchester Liners, about August 17; *Manchester Divilion*, Manchester Liners, about August 30.

MONTREAL TO HULL.

Maplemore, Furness Line, about August 3.

MONTREAL TO LEITH.

Cairn Gowan, Thomson Line, about August 8.

MONTREAL TO DUNSTAN.

Cairnvalona, Thomson Line, about August 2.

MONTREAL TO DUBLIN.

Ramore Head, Head Line, about July 30; *Lord Antrim*, Head Line, about August

MONTREAL TO BELFAST.

Milmore Head, Head Line, about August 8.

MONTREAL TO ST. NAZAIRE (FRANCE).

Cape Corso, Can.-French Line, about August 15.

MONTREAL TO HAVRE (FRANCE).

Lord Dufferin, Canadian-Trans-Atlantique Line, about August 1; *California*, Canadian-Trans-Atlantique Line, about August 7.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Canadian Seigneur, Can. Govt. Mer. Marine, Ltd., about July 30; *Clan Skene*, Houston Lines, about August 15.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.
Wangaratta, New Zealand Shipping Co., about August 15.

MONTREAL TO BARBADOS AND TRINIDAD.

Canadian Recruit, Can. Govt. Merchant Marine, Ltd., about August 5.

MONTREAL TO CHARLOTTETOWN, ST. JOHN'S, NEWFOUNDLAND.

A Steamer, Gulf of St. Lawrence Shipping and Trading Co., about August 8.

From Halifax.

ST. JOHN TO BERMUDA, ST. KITTS, ANTIGUA, MONTSEERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaleur, Royal Mail Steam Packet Co., about August 3.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Protesilaus, Blue Funnel Line, about September 2.

VICTORIA TO YOKOHAMA, KOBE, MOJI, MANILA, AND SINGAPORE.

Chicago Maru, Osaka Chosen Kaisha, about August 23.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA, AND HONG KONG.

Fushimi Maru, Nippon Yusen Kaisha, about August 5.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Bureau of Statistics.
The Canada Year Book.
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

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AUGUST 4, 1919.

No. 809

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Harbour of Bahia, Brazil. (See p. 242.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, August 4, 1919.

No. 809

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

G. B. Johnson, Rio de Janeiro.. . . .	Now in Ottawa. Expected to leave for Brazil, August 8.
B. S. Webb, Buenos Aires.. . . .	Now travelling in the Maritime Provinces.
D. H. Ross, Melbourne.. . . .	" "
J. E. Ray, Manchester.. . . .	Now in Montreal.
W. J. Egan, Cape Town.. . . .	" "
W. A. Beddoe, Auckland.. . . .	" "
Harrison Watson, London.. . . .	Will arrive in Ottawa about September 15.
H. R. Poussette.. . . .	Will leave Canada in September on a trip to Oriental countries.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

OVERSEAS TRADE OF THE UNITED KINGDOM DURING THE FIRST SIX MONTHS OF 1919.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, England, July 11, 1919.—The totals for British overseas trade during the six months ended June 30 show that business is slowly improving, and a study of the monthly detailed figures gives still more satisfactory results, in so far that they indicate that the restoration of export trade, which is of vital importance to the country, is making steady progress, and that since the armistice the value of exports of British origin has practically doubled, while there has also been an excellent recovery in the re-export list.

The actual figures for the six months and those of the previous year aptly illustrate the position, because while there was a general increase in prices between the 1st January, 1918, and 1919, which averaged about 11 per cent, the half-year of 1918 included for the first time since the outbreak of war imports of Government goods outside of articles of food.

	First Six Months, 1919.	First Six Months, 1918.	Increase or Decrease.	Percentage
Imports.	£717,034,479	£652,241,898	(Inc.) £64,792,581	9.9
Exports (British). . . .	334,755,257	246,832,649	(Inc.) 87,922,608	31.5
Re-exports.	55,435,170	16,778,161	(Inc.) 38,657,009	230.4

From these returns, it would appear that there has been an actual decrease in the imports, but a substantial improvement in British exports; while the increase in re-exports, the aggregate of which is trifling in comparison, has been proportionately very great, and affords a welcome testimony to the revival of entrepot trade.

IMPORTS.

To deal in the first place with the import trade, reference to the Board of Trade summary reproduced later on in this report shows that the increase of nearly

£65,000,000 over 1918 is largely due to greater receipts of raw materials required by British manufacturers, and that while a large proportion is represented by wool, there is a pretty general augmentation.

There was also an increase, amounting to £29,000,000 in the value of "food, drink and tobacco," which practically represents the percentage advance in price, but this relates almost wholly, as regards foodstuffs, to dutiable goods (sugar, tea, coffee, dried fruits, etc.), because there was a shrinkage totalling £21,000,000 in grain and flour.

Upon the other hand, imports of manufactured goods declined by £14,000,000.

The general position is that business is shaping itself into conditions which are satisfactory from an economic point of view.

EXPORTS.

Concerning British exports, the situation is still more gratifying, because £66,000,000 out of the surplus of £87,000,000 over 1918 consists of "manufactured goods," and whereas cottons and woollens supply about half of this, there is an increase in almost every item.

In food and drink, the bulk of the small increase is attributable to re-exports of foreign and colonial articles, and of the £19,000,000 growth in raw materials, nearly £15,000,000 is accounted for by coal, the price of which has considerably advanced.

TRADE FOR THE MONTH OF JUNE.

Incidentally, it may be mentioned that the foregoing features are emphasized in the returns for the month of June, which are published at the same time, and according to which, in comparison with the previous June, imports increased 21 per cent, British exports 43 per cent, and re-exports 466 per cent, although the figures are directly affected by the fact that there were two working days less than in June, 1918.

TRADE MONTH BY MONTH.

While comparison with twelve months ago possesses its interest, the course of trade during the half-year as depicted by the successive monthly returns is more illuminating, and had it not been for the occurrence of fewer working days in June, the improvement in exports would have been still greater.

Month.	Imports.	Exports (Total).	Excess of Imports over Exports.
January..	£134,518,054	£51,903,300	£82,614,754
February..	107,073,399	52,034,078	55,039,321
March	105,772,289	62,057,770	43,714,519
April..	112,210,747	71,828,870	40,381,877
May..	135,657,051	75,839,984	59,817,067
June..	122,945,655	76,526,425	46,419,230

EXCESS OF IMPORTS OVER EXPORTS.

Although the gradual restoration of the volume of overseas trade gives cause for satisfaction, the situation from an economic point of view gives still more cause for apprehension.

In the table reproduced above, it will be observed that the excess of imports over exports for the six months amounted to no less than £327,986,768, and while this indicates a welcome shrinkage of £61,787,036 from the excess for the first six months of 1918, the alarming state of affairs is disclosed when it is remembered that for the first half-year of 1914 the excess amounted to only £60,000,000, and most of this was understood to be covered by what are usually described as "invisible" items in favour of the United Kingdom, such as freight charges and interest due on foreign investments—which latter, it is feared, have largely disappeared, resulting from financial steps which were necessitated by the war.

SUMMARIES OF IMPORTS AND EXPORTS.

The details of imports and British exports for the six months, and of the same half-year for 1918 and 1917, were, according to the classification adopted by the Board of Trade, as follows:—

IMPORTS (VALUE C.I.F.).

(Six Months ended June 30.)

	1917.	1918.	1919.
A. Grain and flour..	£ 87,916,976	£ 80,573,997	£ 59,462,539
B. Meat, including animals and food ..	52,859,749	92,411,374	87,865,148
C. Other food and drink—			
(1) Non-dutiable..	58,932,322	67,447,375	74,962,328
(2) Dutiable..	39,047,232	46,244,923	81,683,121
D. Tobacco..	2,243,695	5,478,408	17,426,727
Total, Class I..	<u>£240,990,974</u>	<u>£292,356,077</u>	<u>£321,399,863</u>
2. Raw materials and articles mainly un-			
manufactured—			
A. Coal, coke and manufactured fuel ..	£ 885	—	£ 30
B. Iron ore, scrap iron and steel.. . .	5,971,460	£ 6,413,713	5,350,633
C. Other metallic ores..	7,459,490	8,622,311	7,530,785
D. Wood and timber..	8,071,790	15,702,391	21,596,328
E. Cotton..	46,831,929	79,160,046	75,012,160
F. Wool..	33,320,408	24,506,987	56,444,665
G. Other textile materials..	9,901,731	10,811,251	12,046,521
H. Oil seeds, nuts, oils, fats and gums.	34,997,520	49,295,344	51,186,206
I. Hides and undressed skins..	8,865,966	8,792,063	14,584,369
J. Paper-making materials..	4,566,161	6,039,749	6,394,111
K. Miscellaneous..	21,378,358	14,274,097	24,394,748
Total, Class II..	<u>£181,365,698</u>	<u>£223,617,952</u>	<u>£274,450,556</u>
3. Articles wholly or mainly manufactured—			
A. Iron and steel, and manufactures			
thereof..	£ 4,061,611	£ 4,392,832	£ 5,020,941
B. Other metals and manufactures thereof.	16,136,220	23,810,021	19,388,301
C. Cutlery, hardware, implements (ex-			
cept machine tools) and instruments.	2,674,051	2,790,459	4,076,816
D. Electrical goods and apparatus (other			
than machinery and uninsulated			
wire)..	709,009	514,767	666,147
E. Machinery..	3,950,004	5,531,411	7,569,308
F. Ships (new)..	125	1,149	12,315
G. Manufactures of wood and timber			
(including furniture)..	585,476	1,037,358	1,898,253
H. Yarns and textile fabrics—			
(1) Cotton..	1,919,890	2,331,644	3,429,518
(2) Wool..	170,569	74,662	525,329
(3) Silk..	6,474,408	7,868,054	11,150,136
(4) Other materials..	4,742,840	3,793,629	3,584,211
I. Apparel..	971,445	592,786	1,231,702
J. Chemicals, drugs, dyes and colours.	11,662,485	18,362,446	10,670,820
K. Leather and manufactures thereof			
(including gloves, but excluding			
boots and shoes)..	7,155,976	4,612,984	13,019,195
L. Earthenware and glass..	403,001	149,407	730,874
M. Paper..	1,957,688	2,792,710	4,012,540
N. Railway carriages and trucks (not of			
iron), motor cars, cycles, carts, etc.	2,234,720	4,603,141	4,291,200
O. Miscellaneous..	9,707,315	49,510,472	27,060,516
Total, Class III..	<u>£ 75,516,033</u>	<u>£132,769,932</u>	<u>£118,338,222</u>
4. Miscellaneous and unclassified (including			
parcel post)..	£ 2,583,214	£ 3,697,937	£ 2,845,838
Total..	<u>£500,455,919</u>	<u>£652,241,898</u>	<u>£717,034,479</u>

BRITISH EXPORTS (VALUE F.O.B.).

	1917.	1918.	1919.
1. Food, drink and tobacco—			
Grain and flour	£ 668,493	£ 259,249	£ 1,888,874
B Meat, including animals for food . .	202,032	45,368	298,905
C. Other food and drink	6,708,639	3,929,858	9,105,986
D. Tobacco	1,648,303	1,717,991	1,890,550
Total, Class I.	£ 9,227,467	£ 5,952,466	£ 13,184,315
2. Raw materials and articles mainly un- manufactured—			
A. Coal, coke, and manufactured fuel . .	£ 25,862,547	£ 23,502,813	£ 38,223,515
B. Iron ore, scrap iron and steel	80,867	39,100	111,164
C. Other metallic ores	10,114	8,995	15,295
D. Wood and timber	179,261	422,269	439,597
E. Cotton	—	—	—
F. Wool	1,768,781	824,494	1,873,323
G. Other textile materials	72,716	41,184	255,832
H. Oils seeds, nuts, oils, fats and gums .	3,879,811	2,186,600	4,573,510
I. Hides and undressed skins	930,211	800,920	661,764
J. Paper-making materials	249,338	135,010	318,100
K. Miscellaneous	1,040,955	796,456	1,317,004
Total, Class II.	£ 34,084,701	£ 28,757,841	£ 47,789,104
3. Articles wholly or mainly manufactured—			
A. Iron and steel and manufactures thereof	£ 23,634,860	£ 18,066,164	£ 27,034,961
B. Other metals and manufactures thereof.	4,980,980	4,613,067	5,004,665
C. Cutlery, hardware, implements (ex- cept machine tools) and instruments.	2,518,686	2,095,148	3,771,459
D. Electrical goods and apparatus (other than machinery and uninsulated wire)	1,647,895	1,075,475	2,178,499
E. Machinery	10,260,541	8,299,515	12,449,489
F. Ships (new)	579,263	441,798	409,013
G. Manufactures of wood and timber (including furniture)	493,738	237,739	399,854
H. Yarns and textile fabrics—			
(1) Cotton	67,444,250	91,421,681	105,453,405
(2) Wool	25,902,819	23,538,160	42,028,854
(3) Silk	1,005,821	939,903	1,621,028
(4) Other materials	8,552,132	5,617,417	8,552,661
I. Apparel	7,117,614	5,276,042	7,528,990
J. Chemicals, drugs, dyes and colours . .	11,360,029	11,049,465	14,328,017
K. Leather and manufactures thereof (including gloves but excluding boots and shoes)	1,901,267	826,214	2,177,217
L. Earthenware and glass	1,969,434	1,967,540	2,332,601
M. Paper	1,610,809	1,677,318	2,064,443
N. Railway carriages and trucks (not of iron), motor cars, cycles, carts, etc.	3,061,053	4,051,681	5,243,821
O. Miscellaneous	23,860,637	20,903,308	25,765,611
Total, Class III.	£197,901,828	£202,097,635	£268,349,588
4. Miscellaneous and unclassified (including parcel post)	£ 9,933,548	£ 10,024,707	£ 5,432,250
Total	£251,147,544	£246,832,649	£334,755,257

IMPORTS OF CERTAIN COMMODITIES (CHIEFLY AGRICULTURAL PRODUCTS) OF INTEREST
TO CANADA.

While the figures relative to commodities of all kinds are only published once a year, the custom in vogue by the Board of Trade of issuing uncorrected monthly returns of certain foodstuffs and raw materials, and also of many exports, again renders it possible to reproduce the imports, both in quantity and value, of a number of cereals, provisions, and similar produce, of which Canada is an important contributor to the United Kingdom.

These figures speak for themselves, and gain in interest in so far as they are published in comparison with imports from other countries.

The results are very satisfactory from a Canadian point of view, because they show increased exports in the bulk of items dealt with, which are very large in the case of several most important commodities, such as wheat, barley, oats, bacon, eggs, canned salmon, among food lines; and indications of a strong revival in shipments of wood. A noticeable feature is the tripling of shipments of flaxseed, and the greatly increased despatch of hides.

Upon the other hand, there was a distinct drop in flour shipments and a heavy falling off in cheese.

It is unfortunate that there is no means of gauging the development of Canadian export trade in manufactured goods, and indeed the figures for 1919 will not be published until the late summer of 1920; because it is understood that many of our manufacturers have secured very substantial orders in a variety of lines, and although this movement has been somewhat recent, and the delivery has been retarded by the transition conditions through which Canada, like this country, has been passing, and insufficient ocean transportation, consignments of Canadian goods are known to be arriving here already.

Table showing the total Imports and Receipts from Canada of certain Agricultural Products into the United Kingdom during the half years ended 30th June, 1919 and 1918.

	1918.		1919.	
	Quantity. Cwt.	Value. £	Quantity. Cwt.	Value. £
1. Wheat—				
Total imports..	21,641,500	19,627,787	29,960,900	28,044,823
United States..	8,377,500	7,530,164	19,013,200	17,811,721
Argentine Republic..	5,832,800	5,430,930	903,100	847,394
British East Indies..	510,400	486,404	100	37
Australia..	1,346,000	1,265,197	1,250,300	1,166,818
Canada..	5,541,500	4,884,880	3,768,800	3,194,272
2. Wheat meal and flour—				
Total imports..	17,601,900	23,192,406	3,172,570	11,836,773
United States..	12,329,300	16,042,341	5,811,470	8,433,297
Australia..	1,304,400	1,810,135	312,800	434,430
Canada..	3,272,000	4,406,070	1,970,500	2,859,561
3. Barley—				
Total imports..	3,793,600	4,103,336	2,738,700	2,808,080
United States..	3,301,700	3,564,424	1,848,200	1,949,721
Canada..	491,300	538,272	688,700	654,080
4. Oats—				
Total imports..	2,773,000	2,778,024	1,740,300	1,743,948
United States..	2,507,800	2,515,051	610,900	594,585
Argentine Republic..	88,700	96,040	401,400	406,625
Canada..	140,600	138,107	249,300	219,829
5. Peas—				
Total imports..	1,456,420	3,312,664	447,700	1,196,692
British East Indies..	774,250	1,278,080	40	112
Canada..	10,030	23,304	8,990	25,834
6. Maize—				
Total imports..	10,867,200	10,013,139	7,077,000	6,050,713
United States..	6,457,200	5,896,044	587,100	442,900
Argentine Republic..	1,464,900	1,368,802	5,538,900	4,789,858
Canada..	173,400	156,660	.....	—
7. Bacon—				
Total imports..	5,740,842	49,092,464	4,460,039	39,014,047
Denmark..	21,491	189,853	.....	—
United States..	4,954,074	42,287,745	3,345,642	29,107,669
Canada..	678,871	5,925,634	1,071,293	9,539,154
8. Hams—				
Total imports..	752,517	6,166,446	923,622	8,023,414
United States..	711,521	5,837,552	891,438	7,745,061
Canada..	30,939	252,533	30,032	260,133
9. Butter—				
Total imports..	1,200,534	15,041,766	1,001,006	12,560,290
Denmark..	17,857	406,709	34,649	465,113
Netherlands..	9,885	164,317	1,628	20,609
France..	3,827	62,791	2	16
United States..	125,104	1,535,613	174,192	2,213,582

Table showing the Total Imports and Receipts from Canada, etc.—Concluded.

	1918.		1919.	
	Quantity. Cwt.	Value. £	Quantity. Cwt.	Value. £
9. Butter—Con.				
Argentine Republic.. . . .	193,846	2,334,078	213,627	2,690,182
Victoria.. . . .	217,284	2,725,445	165,291	2,082,665
New South Wales.. . . .	201,261	2,503,191	80,735	1,014,603
Queensland.. . . .	78,583	981,581	6,000	75,624
New Zealand.. . . .	316,033	3,900,009	307,045	3,760,938
Canada.. . . .	3,000	34,891	9,330	114,764
10. Cheese—				
Total imports.. . . .	958,751	6,077,538	763,099	5,485,656
Netherlands.. . . .	84,521	598,354	78,877	665,468
United States.. . . .	240,422	1,576,883	4,443	34,219
Australia.. . . .	47,002	283,843	94,168	709,002
New Zealand.. . . .	345,544	2,153,619	481,534	3,288,053
Canada.. . . .	239,335	1,440,243	83,923	639,134
11. Eggs—	Gt. Hunds.		Gt. Hunds.	
Total imports.. . . .	1,533,057	1,891,629	2,465,586	3,539,938
Denmark.. . . .	584,031	916,881	477,735	771,445
United States.. . . .	50,457	60,825	690,045	1,120,574
Egypt.. . . .	721,437	696,435	698,776	867,656
Canada.. . . .	150,414	193,013	435,091	580,763
12. Canned salmon—				
Total imports.. . . .	513,574	3,680,256	765,791	5,366,252
United States.. . . .	271,138	1,830,637	204,942	1,875,177
Canada.. . . .	168,496	1,109,099	337,309	2,280,255
13. Canned lobsters—				
Total imports.. . . .	5,173	79,107	9,168	166,010
Canada.. . . .	4,258	67,440	9,086	164,866
Newfoundland.. . . .	889	11,430	82	1,144
14. Wood and timber, hewn—	Loads.		Loads.	
Total imports.. . . .	452,469	2,457,774	627,315	3,975,365
Sweden.. . . .	1,714	24,869	5,843	55,795
Norway.. . . .	246	2,665	4,263	29,739
United States.. . . .	14,980	329,685	34,535	662,159
British East Indies.. . . .	3,074	120,439	15,909	684,045
Canada.. . . .	4,694	60,097	3,055	47,325
15. Wood and timber, sawn or split, fir—				
Total imports.. . . .	724,791	9,546,691	1,052,323	13,057,317
Russia.. . . .	45,488	348,590	61,967	587,116
Sweden.. . . .	414,424	5,872,673	465,025	4,868,980
Norway.. . . .	181,276	2,300,525	134,529	1,538,886
Canada.. . . .	46,121	386,658	203,255	2,671,530
United States.. . . .	31,011	546,032	186,123	3,373,441
16. Wood and timber, sawn or split, planed or dressed, unenumerat- ed—				
Total imports.. . . .	15,174	227,910	23,060	362,412
United States.. . . .	3,704	115,088	12,194	236,689
Canada.. . . .	6,548	41,727	7,126	79,802
17. Oil seeds, flax or linseed—	Qrs.		Qrs.	
Total imports.. . . .	446,666	2,903,424	1,151,553	7,514,593
Russia.. . . .	1,292	16,585	.....	—
United States.. . . .	591	12,686	2,040	41,995
Argentine Republic.. . . .	45,546	272,188	323,427	1,987,926
British East Indies.. . . .	374,743	2,180,375	798,385	4,940,927
Canada.. . . .	8,377	151,209	24,013	477,448
18. Wood-pulp, mechanical, wet	Tons.		Tons.	
Total imports.. . . .	60,785	758,361	187,934	1,590,111
Sweden.. . . .	225	3,375	27,683	231,712
Norway.. . . .	60,560	754,986	150,482	1,277,875
Canada.. . . .	.....	5,670	....	47,984
19. Hides, unenumerated—				
Total imports.. . . .	251,238	2,632,939	653,040	5,991,848
United States.. . . .	81,340	1,012,530	268,130	1,827,192
British India.. . . .	157,169	1,468,594	286,594	3,061,184
Australia.. . . .	12,160	145,436	66,514	796,554
Canada.. . . .	112	918	28,015	259,688
20. Horses, living—	Number.		Number.	
Total imports.. . . .	23,222	1,674,645	1,519	120,415
United States.. . . .	15,724	1,076,123	865	59,663
Canada.. . . .	7,226	571,444	530	36,132

COMPARISON OF EXPORTS, CANADA TO NEW ZEALAND: YEARS 1916-17-18.

CANADIAN TRADE COMMISSIONER W. A. BEDDOE.

Ottawa, July 25, 1919.—An analysis of the values of the principal exports from Canada to New Zealand during the calendar years 1916, 1917, and 1918 provides interesting results.

Products	1916.	1917.	1918.
Fish, preserved in tins, etc.—Duty on foreign, 3d. per lb.; duty on Canadian products, 2d. per lb.	£43,812	£60,417	£98,535
Whisky—Duty 18s. per gal. No preference.	3,004	7,322	84,894
Cork, cut, plain stoppers for bottles—Canadian, free as against 10% foreign.	None.	None	9,777
Grass seeds and clover—Free; no preference.	6,663	44,109	11,814
Wood-pulp—Free; no preference.	None.	None.	6,484
Apparel, n.o.e.—Duty on foreign, 37½%; on Canadian, 25%	8,810	7,073	21,667
Boots, goloshes, lawn tennis, etc.—Duty on foreign, 33½%; Canadian, 22½%	3,988	5,128	11,406
Gum boots—Free; no preference.	1,794	5,693	11,598
Cotton piece-goods—Free; no preference.	2,084	472	8,769
Corsets—Duty on foreign, 37½%; Canadian, 25%	11,406	13,294	22,099
Buttons, tapes, pins, etc.—Free; no preference.	1,963	1,871	6,708
Linseed oil—Free; no preference.	None.	None.	3,777
Paints, ground in oil—Duty on foreign, 3s. per cwt.; Canadian, 2s. per cwt.	29	1,485	12,042
Mixed, ready for use—Duty on foreign, 6s. per cwt.; Canadian, 5s. per cwt.	1,424	2,335	6,105
Iron and steel bar, bolt and rod, plain black—Duty on foreign, 20%; Canadian, free.	56,704	20,050	4,281
Iron and steel sheets, plain black—Duty on foreign, 20%; Canadian, free.	None.	1,547	12,135
Iron pipes and fittings, wrought, 6-in and under—Duty on foreign, 20%; Canadian, free.	50,037	15,005	24,992
Nails, horseshoe—Duty on foreign, 3s. per cwt.; Canadian, 2s. per cwt.	None.	235	5,505
Nails, n.o.e.—Duty on foreign, 3s. per cwt.; Canadian, 2s. per cwt.	49,093	30,240	16,242
Wire, fencing, barbed—Free; no preference.	3,853	5,946	2,646
Wire, fencing, plain—Free; no preference.	28,772	26,794	15,253
Wire, iron, telegraphic—Free; no preference.	None.	8,318	10,781
Wire, iron, n.o.e.—Free; no preference.	6,884	2,788	1,760
Agricultural machinery—Free; no preference.	27,911	27,376	28,711
Leather, japanned and enamelled—Free; no preference.	2,831	18,875	10,144
Sole leather—Duty on foreign, 2d. per lb; Canadian, 2d. per lb.; no preference.	9,146	11,984	8,056
Doors and sashes—Duty on foreign, 30%; Canadian, 20%	2,024	1,267	245
Woodenware, n.o.e.—Duty on foreign, 30%; Canadian, 20%	2,267	8,079	4,937
Butter, wrapping paper—Free; no preference.	74	None.	994
Cardboard box materials—Free; no preference.	2,522	560	2,916
Paper hangings—Free; no preference.	7,811	5,433	6,793
Paper, printings—Duty on foreign, 20%; Canadian, free.	119,294	176,727	190,818
Paper, wrapping, unprinted—Duty on foreign, 7s. 6d. per cwt.; Canadian, 5s. per cwt.	9,447	10,420	10,479
Paper, writing, not less than Demy—Free; no preference.	582	1,514	5,131
Stationery, n.o.e.—Duty on foreign, 30%; Canadian, 20%	3,004	3,995	6,181
Carbide of calcium—Free; no preference.	4,431	5,094	2,242
Cartridges, shot, 10-24 bore—Duty on foreign, 3s. 9d. per 100; Canadian, 2s. 6d. per 100.	None.	227	4,234
Organs—Duty on foreign, 30%; Canadian, 20%	457	307	328
Pianos—Duty on foreign, 30%; Canadian, 20%	2,517	2,108	787
Bicycles (not motor)—Duty on foreign, 20%; Canadian, 10%	None.	1,210	4,611
Motor cars—Duty on foreign, 20%; Canadian, 10%	140,007	84,573	98,493
Rubber motor tires—Duty, free; no preference.	45,937	30,208	52,380
Motor car materials—Duty on foreign, 20%; Canadian, 10%	12,258	13,093	15,987

In addition to the rates of duty shown above, a primage duty of 1 per cent *ad valorem* is payable on all goods, whether otherwise free of duty or not.

The above values are based on the fair market value in Canada, plus 10 per cent, which is added by the New Zealand custom authorities for custom purposes.

There has been a steady growth in the export of fish, and there is every probability of this business expanding to very substantial figures.

Whisky also shows a large increase. The character of whisky imported from Canada requires age, so that the imports, while large at the commencement, may vary considerably later.

Considerable business appears to have been done last year in cut and plain cork stoppers. There were no shipments in 1916 or 1917.

The export of seeds will always vary, sometimes the demand will be large, then again local crops will be sufficient to supply local needs.

A demand has arisen for wood-pulp, also for sulphide and sulphate. As to the two latter, shipments have been made which do not appear above, having occurred during 1919.

There is a growing demand for apparel. If prices can be kept within competitive bounds, a very large business may be expected, especially in ready-made garments.

With regard to boots and shoes, inquiries show that the Canadian source of supply is now being carefully examined with a view to large purchasing in the future.

Canadian corsets appear to be growing in popularity according to the figures above.

Canadian hosiery is popular, but instances have occurred in which the goods shipped were inferior to the samples. This should be carefully watched, as follow-up orders may be difficult to secure.

Since the war the demand for paints fell off, but there is a good market in New Zealand for a good article which will withstand sun and rain.

With regard to iron and steel generally, this trade will fluctuate; after stocks are renewed buying ceases, but the trade is permanent.

There will always be a good demand for nails and plain and barbed wire. During the war these articles were of high price and difficult to secure.

Black sheets, which are galvanized in New Zealand, are always wanted. This trade has great possibilities.

Leather for bootmaking purposes will command a ready sale if prices and quality will stand competition.

Doors and sashes are always in demand. The chief difficulty has been to provide shipping space for them.

There should be an increasing business in butter-wrapping paper. Samples recently sent to Canada were satisfactory, and immense quantities are used. This article is free and enjoys no preference.

Some years ago Canadian paper hangings secured a place in the New Zealand market, and business is increasing.

A steady demand exists for wrapping paper (kraft). While this description of paper is manufactured in New Zealand (the sulphide and sulphate coming from Canada), large quantities are imported.

It has been increasingly difficult to secure stationery from Great Britain, the principal source of supply heretofore, therefore a good business may be anticipated.

The trade in pianos has varied considerably. The chief source of supply was Germany. That country made a piano which would sell in New Zealand for \$250. The Canadian piano could not compete with this price. However, prosperity has created a demand for a higher priced instrument, and a piano that could be retailed in New Zealand at £65 to £70 would be saleable. There are high-priced pianos on the market, but the demand is inconsiderable.

Bicycles are very much used in New Zealand, particularly in the flat Canterbury district south of Auckland. A good machine at a fair price should have no difficulty in securing a market.

Motor cars are much used in New Zealand, from the cheaper to the high priced. The people who live in small towns and country districts patronize the Ford. The price comes within their means, and the car will negotiate the hills and country roads. A demand has arisen for a car which would retail for about £350 to £400. This would not affect the sale of lower priced cars, which come to stay in New Zealand.

METHOD OF PAYMENT.

The New Zealand importer wants documents attached to bill of lading with sight draft.

In very rare cases will the importer establish a credit. Business must be done in the manner in which the New Zealander is accustomed.

Quotations should be c.i.f. and e. if possible, or at least f.o.b. Canadian port. A quotation f.o.b. factory is of no use, as the importer cannot possibly ascertain the railway freight rate to the Canadian port, therefore he cannot find his imported cost.

The desire to trade with Canada is growing. The average New Zealand business man prefers to deal within the Empire even by paying a little higher for his goods.

JAPAN LIVE STOCK EXHIBIT.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, June 30, 1919.—Every year during cherry blossom season there is held in the exhibition grounds at Uyeno Park, Tokyo, some kind of commercial exhibition, under the auspices of the Department of Agriculture and Commerce, in co-operation with the main executive of the particular industry concerned. Thus the Electrical Exhibition was held last year, while a Chemical Industry Exhibition was given two years ago.

This year there was held the *Chikusan Kogei Hakurankai* (Exhibition of Cattle Products and Allied Industries), which was the first exhibit of its kind ever to be held in Japan. It was arranged by the Central Cattle Industry Society, in co-operation with the Department of Agriculture and Commerce and other Government departments.

By far the greater proportion of Japanese, especially those living in the cities, do not realize the significance of the cattle industry. They do not stop to consider how many allied industries are dependent upon the raising of cattle. Little do they think that the handle of their tooth brush, the milk they drink, the soap they wash with, the leather of their shoes, belts, etc., the butter, fat, and other edibles which they consume, the woollen clothes they wear, etc., could not be had if it were not for cattle and sheep raising. The object of this exhibition, therefore, was to bring these facts clearly to the attention of the general public, who were encouraged by cheap transportation from all parts of Japan, advertisements and by other means to attend the exhibition, which lasted from March 18 to June 1 last.

It is said that the idea originated with the recognized necessity of encouraging sheep-raising in this country. One of the lessons that the authorities drew from the war which has just come to an end, was the fact that they must endeavour to make themselves independent as far as supplies of raw wool are concerned, for woollen mills were greatly handicapped when Australian wool could not be had owing to embargoes being placed on its export. They therefore decided to import some good breeds of sheep from Australia, and placing them on specially adapted experimental farms, would endeavour to raise them in this country. They also made plans whereby they could distribute them amongst Japanese farmers who would receive Government

assistance in the matter of propagating same. So that in this exhibition just held the sheep industry and manufactured products, directly or indirectly dependent thereon, were among the main features portrayed.

THE SHEEP SECTION.

Among other breeds of foreign sheep there were some fine Australian specimens on exhibit in a model sheep-pen, which was constructed according to the instructions of the Government experts. In order to give protection from the excessive heat of the Oriental sun, protective bowers were made out of bamboo, under which the sheep could lie in the shade. Specially constructed mangers were shown from which the hay and grass could be taken with ease by the sheep.

In another pen was shown a goat with a couple of lambs. Inside the exhibition building were illustrated methods of clipping wool from sheep, while the process of washing, drying, etc., could also be seen. Some of the large woollen mills, such as the Tokyo Woollen Company, and the Japan Wool Weaving Company, showed models of their extensive plants and gave an insight into the process of manufacture, while attendants were in charge who gave motion picture exhibits of woollen cloth making, as well as showed samples of the various varieties of cloth manufactured, all of which was very well done and reflected great credit on the firms concerned.

THE CATTLE SECTION.

The most interesting features of this section were the model cow stables and pastures, which were constructed in such a way as to show the most economical, sanitary and up-to-date methods of handling the cows from the time they are calves to the time when they are milked or slaughtered for food. The methods followed were very much the same as those practised in Canada.

In a small field, with whitewashed fence surrounding, was a cow and a calf. In one corner was a watering trough by the side of a pump or windmill. In another part of the field was a V-shaped manger filled with hay. There were similar fields in which were bulls and heifers grazing.

The model milk-house was most interesting. Morning and evening the caretaker, dressed in white, would lead a Jersey cow into a stall with regular cow fittings. An electric milking machine would be pulled up and the cow milked before the eyes of eager onlookers. Then the machine would be cleaned out and the milk put through a separator.

Inside the exhibition buildings were the booths of many manufacturers of leather, condensed milk, soap, oils, butter, lard, etc., all of which were more or less the same and were not of much interest as far as the dairy industry was concerned, but which served to show the many varied lines which depended on the cattle industry for raw material

EXHIBITION BUILDINGS.

The buildings which housed the various exhibits were the same as were used for the Electrical Industries Exhibition last year (see *Weekly Bulletin*, No. 767). The booths in the West and North Halls were occupied for the most part by Government Departments, while the East Hall was taken up by firms in Tokyo and district.

The South Hall was used almost entirely to portray the Live Stock Industry of Japanese Dependencies, such as Formosa, Saghalien, Korea, etc. In going through the various buildings it was surprising to note the number of different brands of condensed milk manufactured in Japan. There must have been fifteen different makes, which goes to show the progress that is being made in this industry. One could also see canned butter, lard, Kamakura hams—which looked not unlike the Canadian product—both in outward and inward appearance.

One point, which was most apparent to the onlooker was the number of booths showing and selling goods which had not the least resemblance to or connection with the dairy or live stock industry. This to the writer seemed a serious defect in the organization of the exhibition, as people were not interested in seeing hardware, toys, and games, lumber, clothes chests, fountain pens, stationery, ladies' hats, umbrellas, trunks and many other such products which had no connection whatsoever with live stock. This, however, is a defect which will probably be righted another year, as many people remarked on the same thing, and brought it to the attention of the committee in charge.

GOVERNMENT EXHIBITS

The Department of Agriculture and Commerce showed specimens, made of wax, of dainties prepared from pork. This was designed to encourage the consumption of pork. The Army Clothing Department exhibited various patterns of woollen clothing manufactured by it for winter service.

There were also exhibits from Hokkaido which included many fine specimens of furs. The Saghalien Island exhibit depicted the fox-raising industry, where at the present time they are doing their utmost to raise Silver Black Foxes, having imported valuable breeding stock from Prince Edward Island.

On the whole, the exhibition was a success. Over 23,000 people visited it during the first two days, while there were many thousands more who made an inspection during the two months and a half that it was open. Although it was said there were over 100,000 different articles shown, it would be safe to say that not more than 25 per cent of these had any direct bearing or relation to the subject of the exhibition.

MARKET OPENINGS.

From an inspection of this exhibition there are very few openings to be seen for the sale of Canadian products. True it is that Canada could supply good cattle and horse breeders, but this would not constitute a very great demand. On the other hand, Canada might supply some of the up-to-date equipment used and exhibited at the Fair, most of which was of foreign origin. Such articles, for instance, as milking machines, and cow stable fittings. But the demand for these articles at present is very small, as hardly any one except the Government Experimental Farms would be using such up-to-date appliances, they being much too expensive for the average Japanese farmer or dairyman. However, the demand for such appliances no doubt will grow according to the degree in which the dairy industry is taken up by the Japanese farmer in the Hokkaido, Oshima and other parts of Japan noted for their suitability for cattle raising. Compared with Canada, this country is greatly handicapped in the livestock industry for lack of pasturage. Most of the land in Japan proper is taken up with rice fields and by other crops. At the same time the country is not capable of growing suitable grass for pasturage. It is said, however, that in the Hokkaido in Northern Japan, where the climate is very much like that of Canada, the prospects are bright for the cattle industry. However, it seems that there will always be a good demand here for imported dairy products such as condensed milk, butter and cheese, because the Japanese public are increasing their purchases of this foreign foodstuff, and are thus counteracting any increase in production on the part of home producers.

The Canadian Trade Commissioner therefore will be glad to help any who are desirous of establishing their brands here, but would advise that samples, prices, etc., be sent at time of writing, as nothing can be done without them.

FIBRE FLAX IN JAPAN: PRODUCTION, PRICES, AND IMPORTS.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, Japan, June 27, 1919.—The acreage of fibre flax grown in Japan and its possessions during 1917 and 1918 was as follows:

In 1918, 100,000 acres.

In 1917, 19,676 cho or 49,190 acres grown to fibre flax.

No statistics are available as to the amount of fibre flax seed exported from Japan from the 1918 crop; but it is known that 75,000 bushels went to England.

The amount of flax fibre and flax seed from 1918 crop still unsold in Japanese hands is unknown. Fibre flax is exclusively in the hands of companies and flax is not bought by merchants on the market. (T.S.K.)

The 1919 acreage of fibre flax is expected to be approximately 70,000 acres, or 30 per cent less than in 1918.

The probable quantities of fibre flax and flax fibre seed for export from 1919 crop will be about 1,500 tons for fibre flax seed, but as regards fibre flax, cannot say.

Sufficient ocean tonnage will be available to handle all of export shipment for 1919 crop.

The following prices per bushel for fibre flax seed and per pound for fibre flax were received f.o.b. delivery points for 1918 export shipments:

Fibre flax seed, 9-10 yen per bushel f.o.b. Yokohama for 1918 crop (T.S.K.)

Fibre flax, 45-70 sen per lb. (D. of A.)

The present prices are:

Fibre flax seed, yen 5.20 per 133 lbs.

Fibre flax, 50 sen per lb.

The anticipated prices for 1919 are expected to be the same as for 1918 crop.

The 1920 acreage of fibre flax will probably be the same as in 1919.

IMPORTS OF FLAX, HEMP, ETC., INTO JAPAN DURING 1915, 1916 AND 1917.

Flax, China Grass and Ramie.

—	1917.		1916.		1915.	
	Kin.	Yen.	Kin.	Yen.	Kin.	Yen.
China.....	10,330,229	1,710,016	6,173,534	962,086	4,184,916	651,759
Kwantung Province.....			24,474	3,188	2,320	418
Dutch India.....	8,480	1,272				
Asiatic Russia.....			14,639	1,903		
Unknown.....					240	39
Total.....	10,338,709	1,711,288	6,212,647	967,177	4,187,476	652,036

Hemp, Jute and Manila Hemp.

China.....	18,101,541	2,821,805	17,619,695	2,459,094	11,326,932	1,476,285
Kwantung Province.....	514,010	57,589	40,033	3,598	13,130	988
British India.....	8,486,165	1,223,201	6,330,237	854,866	8,920,862	1,280,453
Dutch India.....	1,361,483	423,805	72,840	14,984	18,514	3,503
French Indo-China.....			3,500	828		
Asiatic Russia.....					140	14
Philippine Islands.....	25,931,710	12,194,437	13,987,442	4,813,803	13,043,574	4,999,369
Mexico.....			745	149		
Australia.....	361	30			6,217	3,890
New Zealand.....			1,228	350		
Hawaii.....			4,052	703	28,063	6,163
All other countries.....	8,250	1,650			3,750	300
Unknown.....			66,060	8,015		
Total.....	54,403,620	16,722,017	38,125,832	8,156,390	33,361,182	7,770,965

Linen Yarns.

—	1917.		1916.		1915.	
	Kin.	Yen.	Kin.	Yen.	Kin.	Yen.
China.....			63	63		
Great Britain.....	2,776	8,706	5,500	12,896	20,910	26,514
Total.....	2,776	8,706	5,563	12,959	20,910	26,514

Jute Yarns.

China.....	450	113				
British India.....	1,776,411	449,668		370,936		8,826
Total.....	1,776,861	449,781		370,936		8,826

EXPORTS OF LINEN YARNS, 1915-16-17.

China.....	900	903				
Hong Kong.....	496	671				
British India.....	2,769	3,708				
British Straits Settlements.....	218	245				
Philippine Islands.....	1,210	1,205				
Siam.....	1,163	3,521				
Great Britain.....	142,135	205,005				
France.....	93,320	86,680				
United States.....	76	225				
Australia.....	20,331	26,773				
Total.....	262,618	328,936				

CROSSED CHEQUES IN BELGIUM.

(Board of Trade Journal.)

The *Moniteur Belge* of 6th June contains the text of a law amending the law on cheques of the 20th June, 1873. This law is completed by the following provisions:—

A crossed cheque can only be drawn on a banker and presented for payment by a banker. A crossing can be general if it bears no designation or merely the words "& Co.," or it can be special if the name of a banker is shown. A cheque with a special crossing can only be presented through the banker named although he may substitute another banker.

If a crossed cheque is paid to any person other than a banker when the crossing is general, or to a person other than the banker named when the crossing is special, the person paying is liable to damages which, however, cannot exceed the amount of the cheque. A cheque presented through a clearing house is the same as if presented to the bank named.

Cheques can bear the word "a/c" or a similar expression, and if such a cheque is paid in cash the banker is liable to damages. The following are considered as bankers according to the provisions of this present law:—

1. Merchants who have paid fees as bankers.
2. Joint stock and limited companies which in their memoranda of association are entitled to transact banking operations.
3. Establishments administered or under the control of the State which, according to their memoranda of association, can transact banking operations.

BUSINESS CONDITIONS IN ARGENTINA.

The following excerpts from the last periodical report of Messrs. Ernesto Tornquist and Co., the well-known Argentine bankers, on conditions in the Republic, contain reliable commercial information of interest to Canadian exporters. The report was issued May 10, 1919, and has just come to hand:—

GENERAL SITUATION.

In resuming the salient features of the past months, considerable prominence has necessarily to be given to labour troubles—in full swing for many weeks—which were increasingly engaging the attention of Government, and although they appear to be settled now, it seems as if the readjustment to a new condition of things may still be the source of possible disturbances and uncertainty in business and industrial circles for some time to come.

Due to the Port strike, which for many weeks was equivalent to a blockade of this city, shipping was concentrated at the La Plata and other ports. In all, transactions were slightly below the average level and it must be said that the export business suffered more from such a state of things than the import, the latter having anyhow been somewhat slow since November, owing to the attitude of expectancy adopted with regard to future prices. Meanwhile a number of orders have been cancelled.

As to the export business, the partial paralyzation is the more regrettable in view of affairs abroad, where demand exists for all the produce this country can supply.

This demand is fully demonstrated by the conditional agreement arrived at by which the Argentine Government grants a new loan of \$200,000,000 Argentine gold to the Allied Governments in order to facilitate the placing of our exportable surplus of cereal and other products, and it is the conclusion of this agreement, ad referendum to the Argentine Congress, which constitutes the economical event of greatest importance since our last report.

Once the advance is sanctioned by Congress, trade expansion will be only a question of transport facilities, now that the port unrest is settled through the port services having been placed under the Government's control.

The return of peace conditions with their inevitable uncertainty as to future prices, and the labour movements, had also temporarily exerted a restraining influence on home industries; the latter are now about to enter again upon a period of activity, in view of the fact that foreign trade competition of cheap and skilled labour is highly improbable, since it is impossible to reduce costs rapidly to anywhere near the pre-war level.

Money remains abundant, though as a result of abnormal circumstances of late, the discount rate has become somewhat firmer.

The cost of living continues at least on the same high level as hitherto.

FINANCIAL AGREEMENT WITH THE ALLIES.

We mentioned in our last report that the Argentine Government was disposed in principle to grant the Allied Governments a new loan of \$200,000,000 Argentine gold.

The new convention agreed upon was signed on February 4 ad referendum to the Argentine congress.

Its principal clauses are as follows:—

The Argentine Government accords a credit up to the sum of: \$80,000,000 Argentine gold to Great Britain, \$80,000,000 Argentine gold to France, and \$40,000,000 Argentine gold to Italy, or its equivalent in Argentine paper currency.

The sums drawn against these credits to earn 5 per cent interest per annum capitalized quarterly.

The balances which may be due by the Governments of Great Britain, France and Italy are payable in Buenos Aires in gold within 2 years from date of contract.

Before the expiration of the stipulated time, the Argentine Government may draw against the Governments of Great Britain, France and Italy, for direct operations of exchange, up to the amounts which those Governments may have used, provided that the rates of exchange do not exceed 49 pence for London per \$ Argentine gold, frs. 5.25 for Paris per \$ Argentine gold, lire 6.15 for Rome per \$ Argentine gold, the Argentine Government not being permitted to transfer funds so obtained to the United States.

The Governments of Great Britain, France and Italy are to apply these credits to the purchase of products of the country.

In contrast with the conditions of the first credit of \$200,000,000 Argentine gold granted at the beginning of last year, the Allied Governments claimed this time that there should be no stipulations of any determined quantity of cereals to be acquired, nor should a minimum price be fixed, owing to the fact that the termination of the war would re-establish the liberty of commerce and exportation under the conditions which existed before.

The Allied Governments having insisted upon these points during the course of the negotiations, the Executive Power has agreed not to fix any quantity, or limitation of values taking into account that the amount stipulated in the previous convention was far exceeded by the exportations. As regards minimum prices, however, the Government consider that their maintenance is a necessity at the present moment, in view of the abnormal circumstances still existing.

Therefore the Executive Power, in order to protect the interests of the agricultural producers, has dictated and placed within the knowledge of the Allied Governments, simultaneously with the agreement signed, the decree which fixes the minimum prices under which the exportation of cereals will be allowed.

In terms of this decree, the export of the cereals referred to, is subject to proof being furnished that payment has been made, as a minimum, at the following prices f.o.b. and free of bagging:—

*Wheat of a specific weight of 78 per hectolitre paper..	\$12.50 per 100 kil.
*Oats " " 47 " " " "	7.00 "
*Linseed on the basis of 4 per cent. Paper..	18.00 "
*Maize (export type) " " " " " "	6.50 "

To obtain permission to export, the Minister of Finance will demand proof by means of certificates from commercial books, or official vouchers from the books of the brokers, false declaration involving exclusion from doing export business in cereals for a period of one year.

For the execution of the said agreement it is proposed that the "Banco de la Nacion Argentina" be authorized by law: to open in favour of the National Government an extraordinary credit up to the sum of \$200,000,000—Argentina Gold or its equivalent in paper money on conditions to be agreed upon. Art. (eleven) of Law 4507 (ordering a minimum cash reserve of 25 per cent of the total of the "Banco de la Nacion's" deposits) shall be suspended while the present decree is in force.

If the executive power deems it necessary the "Caja de Conversion" will hand over to the "Banco de la Nacion Argentina", upon request, legal currency notes up to the amount of the balances charged to the Governments of Great Britain, France and Italy, in accordance with the accounts of the credits given by the Argentine Government in the agreement approved by said Law.

The delivery of notes by the "Caja de Conversion" to the "Banco de la Nacion Argentina" will be allowed, always provided that the metallic guarantee of the fiduciary circulation is not lower than 40 per cent, and without charging any interest.

* At the moment this report was being printed the Government has issued a decree suspending the effect of the decree of 4th of February ulto., with respect to the fixing of minimum prices.

Once the notes, so delivered, have reached the amount due by the debtors, the "Banco de la Nacion" will return to the "Caja de Conversion" an amount of notes corresponding to the amortizations effected by the borrowing Governments in such a way that upon cancellation of the credit granted to said Governments, the notes issued for that purpose will be totally withdrawn from circulation.

Half of the profit made by the "Banco de la Nacion" from the notes received from the "Caja de Conversion", by means of this Law, is to be converted into gold destined to increase the conversion fund.

Generally speaking, this agreement has not met with entire approval on the part of the press, although it facilitates the disposal of the exportable surplus of the country's produce.

Agricultural circles hold that the loan should have specified that it had to be used exclusively for the purchase of agricultural products. They are also of opinion that the projected law hinders free trade, and think that the minimum prices are not likely to benefit the producer, specially since he has already disposed of a great part of his crops to the middlemen. Other objections to the scheme arise from the fear that the temporary transfer of notes by the "Caja de Conversion" to the "Banco de la Nacion" in case of need, might prejudice the hitherto irreproachable monetary system prevailing in this Republic, through flooding the country with paper money, while there would be apparently an insufficient stock of gold to back it.

This clause met with such an opposition on the part of the Senate that the project of law was finally defeated by 13 against 5 votes, notwithstanding the fact that the convention had already been sanctioned by the Chamber of Deputies.

The project will again be dealt with in the next sessions of the Senate, so that the final word has not yet been given.

The advances made by the "Banco de la Nacion" on the strength of the first convention had been reduced at the end of April, 1919, to the following amounts (including interest):

Great Britain.. . . .	\$ gold 99,634,878 73
France.. . . .	" 15,812,187 67
Total.. . . .	\$ gold 115,447,066 40

FOREIGN TRADE.

Notwithstanding the fact that the figures given are only preliminary, and therefore subject to revision and possible modification, once the final checking operations are completed, we deem it advisable to give below the aggregate amounts of Argentine Commercial Interchange for 1918 (real values) compared with those of the previous year, as stated in an advance report lately presented to the Ministry of Finance by the Director General of Statistics.

	Real Value in \$ Gold in the Years		Difference: More (+)	
	1918	1917.	Absolute.	In 1918 % Relative.
Imports.. . . .	480,896,072	380,321,178	+ 100,574,894	+ 26.4
Exports.. . . .	826,496,000	550,170,049	+ 276,325,951	+ 50.2
Total.. . . .	1,307,392,072	930,491,227	+ 376,900,845	+ 40.5
Real favourable commercial balance.	345,599,928	169,848,871	+ 175,751,057	+ 103.4

Not only in quantity but also in value, our exports in 1918 were the largest ever recorded, exceeding in value by \$244,317,000 gold, the highest previous figure. (1915: \$ gold 582,179,000). The Director of Statistics affirms that if circumstances had allowed of the co-ordination of the prices of Argentina's export produce with the purchasing capacity of the importing countries, the value of Argentina's exports in 1918 would have reached \$ gold 1,130,000,000.—

As to imports, the quantity of goods bought by this country during the year 1918 was the smallest registered during the past 15 years.

The commercial balance in favour of the country is the largest ever recorded. The previous highest figure: \$ gold 276,600,000 corresponds to the year 1915, the increase being thus \$ gold 69,000,000.

FOREIGN CAPITAL.

The influx of foreign capital, specially of that which escapes control, continues. To judge from cable news received from Christiania in February, Norwegian banks are said to have combined in providing the capital of a banking institution to be opened in this city, with the purpose of furthering trade and shipping.

It is officially announced that the Royal Bank of Canada has decided to open a branch at Buenos Aires.

A company formed with Dutch capital will build gas works in the town of Pergamino, province of Buenos Aires, for which it has obtained a concession from the municipality.

BANKS.

Since the end of November last, a steadily increasing movement of the loans and discounts of the local banks may be observed, while deposits are slightly lower and cash reserves remain practically unchanged.

This movement is due to agricultural and commercial needs in connection with the circumstances prevailing, which caused an advance of the discount rate. Money although still abundant, is not quite as easy as before.

The figures below show the monthly position of the local banks from November 30 up to March 31 ultimo:—

	Loans and Discounts. \$ Paper.	Deposits. \$ Paper.	Cash Reserve. \$ Paper.
November 30, 1918..	1,824,900,000	2,828,200,000	970,900,000
December 31, 1918..	1,884,800,000	2,843,600,000	953,500,000
January 31, 1919..	1,947,100,000	2,845,200,000	954,900,000
February 28, 1919..	1,969,500,000	2,798,400,000	955,600,000
March 31, 1919..	1,998,000,000	2,810,100,000	956,100,000

The discount rate for single name paper is 7 to 7½ per cent, endorsed bills command from 6½ to 7 per cent, and advances in current account 7 to 8 per cent.

POST OFFICE SAVINGS BANK.

This institution continues to enjoy the confidence of the public. During the year 1918, 70,560 new depositors, with deposits amounting to \$ paper 2,147,353, were recorded.

The deposits as at 31st of December, 1918, amounted to \$ paper 14,805,283.85, belonging to 256,754 depositors.

CLEARING HOUSE.

The great activity which prevailed throughout 1918 in Argentine trade and industry is fully demonstrated by the following aggregate figures:—

1918..	\$ paper	26,935,528,347
1917..	"	19,043,286,192
1916..	"	15,783,775,429

In spite of the uncertainty created by the return of peace conditions and by labour unrest, the movement during the first three months of this year has been still more important.

First 3 months of 1919..	\$ paper	6,114,356,527
" " 1918..	"	5,782,390,500
" " 1917..	"	4,699,603,800
" " 1916..	"	3,878,737,700

FAILURES.

The commercial and private failures throughout the Republic during the year 1918 reached \$ paper 38,747,400, against in 1917, \$ paper 79,871,500; in 1916, \$ paper 102,067,000; in 1915, \$ paper 172,517,400; in 1914, \$ paper 429,472,100.

These figures show that the total of liabilities in 1918 are less than one-half of those of the preceding year.

The losses corresponding to the first four months of the current year, as compared with those corresponding to the same period of last year, are again favourable.

	1919.	1918.
January..	\$ paper 1,306,800	\$ paper 2,021,700
February..	" 1,849,000	" 2,538,800
March..	" 4,153,700	" 3,378,400
April..	" 2,590,200	" 4,354,700
In all..	\$ paper 9,899,700	\$ paper 12,293,600

There is no doubt whatever that the market has practically been thoroughly cleaned of unsound elements during the last years.

STRIKES.

The relatively unimportant labour movements mentioned in our last report were but an earnest of bigger things to come when the hour had struck.

In fact, Buenos Aires was the scene, in January, of a general strike of unprecedented violence and it looked for some days as if the city were facing a well organized Bolshevik revolution. Thanks to energetic measures adopted in due time, in defence of the general interests of the country so seriously threatened, things were put fairly well in order after a few days of complete disorganization.

RAILWAYS.

The approximate traffic returns of the principal railways in Argentina from July 1, 1918, to April 27, 1919, show receipts totalling \$37,381,500, as against \$25,272,700 for same period in 1917-18, being an increase of \$12,108,800. (Length of lines, 18,348 miles.)

The approximate traffic returns of the Argentine State railways from January 1, 1919, to April 26, 1919 (giving figures in Argentine paper \$), show receipts \$6,674,000, as against \$7,074,700 for corresponding period of 1918, being a decrease of \$400,700. (Length of lines, 3,813 miles.)

GOLD.

As guarantee of the circulation of: Paper, \$1,163,944,679.51 on the 12th of April, 1919, the Caja de Conversion held, gold \$279,465,449.36. The deposits with the Argentine Legations in London, Paris, Washington, and Rome and with the United States Federal Reserve Bank were on the same date, gold, \$103,742,188.07. The "Banco de la Nacion Argentina" is holding as part of the Conversion Fund, gold \$10,000,000, in all, gold \$393,207,637.43.

The reserve in gold is therefore 76.78 per cent of the parity of the outstanding notes.

The imports of gold during the year 1918 amounted to: Gold, \$17,873,450, while the exports authorized by law No. 9483 of August 12, 1914, in favour of travellers leaving the country and payment of maritime freights and passages only reached, gold, \$85,466, there remaining a balance in favour of the country of gold, \$17,787,984.

The gold deposited in local banks, including the "Banco de la Nacion Argentina" amounted to:—

Gold, \$54,134,800 on the 31st of March last.

EXCHANGES.

With the exception of those on the United States and neutral countries, the foreign exchange rates have lately taken a downward turn in spite of the prevailing shipping difficulties.

Quotations of telegraphic transfers have been as shown below:—

	April 30, 1919.	December 30, 1918.	August 31, 1918.	Maximum reached in Nov. and/or Dec., 1917.
London	51½ - 51¼ ¹⁶	51 ⁷ / ₁₆ - 51 ³ / ₄	50 ⁵ / ₈ - 50 ¹³ / ₁₆	13/12: 54½
Paris	6.04- 6.07	5.57- 5.60	5.45- 5.53	13/12: 6.18
Italy	7.50- 7.55	6.48- 6.53	6.35- 6.45	24/11: 9.46
Spain	4.92- 4.95	5.06- 5.09	4.15- 4.20	—
New York	99.40-99.70	97.45-97.90	99.10-99.50	13/12: 92.50
Switzerland	4.90- 4.93	4.84- 4.88	4.15- 4.20	—

REGULATIONS FOR GOODS IN TRANSIT THROUGH TRIESTE.

(United States Commerce Reports.)

A cablegram from United States Consul Busser, Trieste, July 16, 1919, states that from that date transit goods may enter the free port at Trieste under Government control without permits, but export permits are required for goods in transit from the free port to meet possible military or economic objections.

TRADE ORGANIZATIONS AND COMBINATIONS IN THE UNITED KINGDOM.

Prepared for the Committee on Trusts by JOHN HILTON (of the Garton Foundation).
Based upon evidence given and documents laid before the Committee on Trusts.*

Section III.—The Extent and Significance of Combination.

Relative Influence of Combination.—Such are the principal shapes which combination has taken in this country. As to the extent to which concerted control has ousted competition as a ruling factor in the determination of price and output, and in the evolution of trade and industry, it is impossible to speak with any exactitude. Association concerned with the regulation of price or output, or both, are to be found in almost every branch of British industry. Their number cannot be computed, for many are not registered either as companies or trade unions, and some are purposely carried on as secretly as possible. It may be taken, however, that there are considerably more than five hundred associations, all exerting a substantial influence on the course of industry and price, in being at the present time in the United Kingdom. The most painstaking inquiry yet undertaken into combination in any section of British industry is that made in respect of building materials, and the conclusion there reached was that 25 per cent of the materials that go to the building of an average house are subject to full control and 33 per cent are partially controlled. If particular industries in which combination has made most headway be taken it transpires that in innumerable lines of manufacture anything from 80 to 100 per cent of the whole national output of the articles concerned is either in the hands of one dominant consolidation or of manufacturers grouped together for purposes of concerted price and other control in a trade association. It would, however, be fallacious to take these latter as typical of the whole range of industry. There are many industries, trades, and services, great as well as small, in which combination has made hardly any headway, and competition is still the determining factor in the fixing of price. The shipbuilding industry may be quoted as a case in point. In a recent

* (Sections I, and II, appeared in Bulletins 807 and 808 respectively.)

report it is stated that most of the shipbuilding and marine engineering firms in this country are independent, and there is no community of financial interest between them as an industry. Competition is always keen, and shipowners have no difficulty in getting numerous offers at all times when they issue specifications. During dull times competition by every means becomes acute, each firm of shipbuilders or marine engineer does its best to obtain orders without reference to its neighbours, firms lacking orders for their own specialties plunge into other markets, and contracts are accepted at prices below cost of production. Other industries and trades are to be found in which the rival manufacturers or traders are hardly on speaking terms, much less at that stage of mutual confidence which permits concerted regulation of the trade. These extremes of competition are to be set against the extremes of combination in forming any estimate of the relative value of the two factors over the trade and industry of the country as a whole. That relation cannot be expressed in figures; it must suffice to say that competition is no longer a reliable regulator of prices over a very considerable field.

Influence of War Conditions on Combination.—Moreover, there can be no question that the whole trend of industry and commerce is towards combination. "The movement, indeed, is inevitable, for what machinery and invention have done in the past for production, this disposition of smaller bodies to consolidate in larger units is doing for administration." Within recent years the number of trade associations in this country has increased enormously, and, under the influence of war conditions, not only have numbers of existing listless bodies been galvanized into greater activity and enterprise, and the membership of others been increased, but many new associations have been formed, some at the instance of the Government Departments, since it was found easier to deal with a group than with separate firms. Still more, the necessity for fixing the prices of many articles and materials required by the State during the war and the need for rationing materials has compelled the Government to call representative conferences of manufacturers in many industries, and to impose on them duties which have entailed frequent consultations and meetings, and when people who, before the war, were competitors have been thus compelled to meet and discuss common arrangements, it is inevitable that they should discover the advantages of working in concert and establish relations which will make for concerted working for the future. Again, the war period has been marked by a remarkable increase in the number of amalgamations. One effect of the excess profits tax has been to encourage the buying up of unprofitable businesses by highly profitable concerns, for such purchases were in effect paid for by monies which would otherwise have gone in excess profits duty to the revenue. Another war influence making for the extension of combination after the war is the enormous development of standardization and repetition manufacture. The lessons learnt in this connection during the war will not be lost in the change back from war to peace production, but their application to peace production will necessitate collaboration among the various firms composing the particular branch of industry, and collaboration for specific purposes prepares the ground for combination for the regulating of trade.

States within the State.—It is to be anticipated, therefore, that the immediate future will see a marked acceleration of the movement towards concerted organization and control which had already, before the war, become a formidable feature of the economic system. Large branches of industry, acquiring that strength which comes of unity, will no longer be subject to any "law of demand and supply" as regards the prices at which their products are sold to the consumer. A group of manufacturers in any branch of industry, having command or influence over the sources of material and the channels of distributing trade, may be in a position to constitute themselves a close corporation from which would-be intruders can be excluded. The prospect opening out is thus one of a series of industrial monarchies or republics, enjoying a sovereignty of their own as regards the amount they will allow to be produced and the prices at which they will sell within the political realm. Here is indisputably a

problem which the State in this country has not as yet faced. The current demand for the removal of all "controls" usually carries the implication that, in the absence of public control, supplies and prices adjust themselves and automatically assume that condition which is "just about right." It is evident, however, that over an increasingly large field there can be no question of "free" adjustment or development in the old-fashioned sense. Freedom from public control will there mean not free competition, but concerted or unified control by private interests.

Benefits and Dangers of Combinations.—It has been made sufficiently plain that combination has two important aspects which, while they may usefully be distinguished in considering the problems raised by the movement towards combination, are, in fact, closely interconnected, and may be in large measure interdependent. These are:

- (a) improved organization, affording possibilities of economies in some directions and greater efficiency in others;
- (b) the limitation of competition, with the resultant power to control prices, output, and development.

It will be evident that, in considering the dangers arising from (b), account must be taken of the advantages resulting from (a), and in considering public policy in regard to (b), it must be asked whether action which was desirable in itself might not adversely affect the general advantage arising from (a).

Before these factors can be weighed and a provisional conclusion reached, light is required upon two questions of fact: Firstly, how far are the theoretical gains of combination realized in practice? And secondly, how far can a compactly organized industry exact in practice monopoly prices and profits from the consumer? Not until an opinion has been formed on these points can a conclusion be reached as to how far the public advantage resulting from improved organization outweighs or is outweighed by the disadvantage of monopoly prices, or as to whether the benefits of combination could still be obtained if power to exact monopoly prices were curbed.

It will be convenient to examine, in light of the known achievements of British combinations, how far the possibilities of economy and efficiency in regard to materials, manufacture, and distribution, tabulated on an earlier page, have been realized in practice.

Section IV will appear in the next issue of the *Weekly Bulletin*.

REGISTRATION AND TAXATION OF COMMERCIAL TRAVELLERS IN FRENCH TERRITORY.

(Board of Trade Journal.)

A Bill has been adopted by the French Chamber of Deputies and the Senate requiring all commercial travellers in French territory to be in possession of registration cards. These registration cards must show the profession, name, date and place of birth, nationality and domicile of the bearer, and must also bear a photograph. Papers must be produced in support of the applications, together with a written statement by the travellers' firm, viséd by the Chamber of Commerce as regards French firms, and in the case of foreign firms with no branches in France, by the French Consul in the town where the head office is established. Registration cards are delivered by the French Consul in the case of foreign firms.

All cards must be renewed every year, and will be subject to an annual tax of 10 francs. A delay of three months from the date of the promulgation of the present Bill is granted to all commercial travellers in French territory in order to conform to these regulations.

BELGIAN INDUSTRIAL FAIR, 1920.

(Board of Trade Journal.)

The city authorities of Brussels have decided to hold the National Industrial Fair in April, 1920, instead of next September, as originally intended. Reconstruction is proceeding rapidly in all industries, but it is natural that many would-be exhibitors are not ready to participate in a fair this year.

PUBLICITY EXHIBITION AT NANCY, FRANCE.

Mr. Philippe Roy, Commissioner General for Canada in Paris, is in receipt of the following missive from the Chamber of Commerce of Nancy, 40 Rue Gambetta, Nancy (France), of date July 9, 1919:—

“The Chamber of Commerce of Nancy organizes, from 14th to 28th September next, an exhibition of publicity for the purpose of posting the manufacturers and merchants in our region on the most modern and original means of publicity, and, at the same time, make them feel inclined to have recourse to such publicity.

“Canada is certainly one of the countries where publicity is the widest spread and in a most out-of-the-way manner. I only need give as an instance of this, the publicity congresses that were held at Montreal. We have thought therefore that you may be able to give us useful information on the houses and organizations which could participate in our exhibition by sending various publicity matter, which certainly would not fail to attract the attention of visitors.

“It might even be possible for you to so inform the chief Canadian firms who might possibly be interested in our idea, group them together yourself and get up, for Canada, a collective exhibition, your Commissariat to participate if it wishes to as regards the economic branch which it attends to more particularly. I am submitting this project to you and hope to receive, as soon as possible, a reply from you which will be a favourable one and will bring me your help.”

Canadian publicity agents and advertising managers of manufacturers, as well as Canadian lithographers and printers who make a specialty of catalogues, posters and other publicity work, are invited to send catalogues and posters and other forms of advertising to the Chamber of Commerce at Nancy, France. It will be necessary to take immediate action as it will take several weeks for the advertising matter to reach Nancy and the exhibition opens on the 14th of September.

Mr. Philippe Roy will be glad to have copies of any letters sent to the Chamber of Commerce at Nancy in order that he may follow up possibilities, giving any aid in his power.

NOTICE TO CANADIAN IMPORTERS OF CASTOR OIL FROM INDIA.

A Calcutta firm who are large and reliable manufacturers of various grades of castor oil, seek to establish connections with Canadian firms interested. (Address H. M. Senior, Trade Commissioner, 367 Beaver Hall Square, Montreal, referring to Indian Trade Inquiry, No. 4436.)

AN ITALIAN SYNDICATE FOR IMPORTATION OF HIDES AND SKINS.

Mr. W. McL. Clarke, Canadian Trade Commissioner in Milan, Italy, writes: “By recent ministerial decree there has been constituted a consorzium or syndicate in Italy for the importation of hides and skins. This syndicate has complete control at present of the importation, distribution and sale of raw and tanned hides and skins, and tanning material. The provincial seat of this Consorzio is at the Hotel Continental, Rome.”

TELEGRAPHIC COMMUNICATION WITH OCCUPIED OR UNOCCUPIED GERMANY.

The following cablegram has been received from the Chief Censor, London:—

In consequence of raising blockade inhabitants United Kingdom now allowed to trade and have commercial financial relation with Germany, German-Austria, and telegrams regarding such matters will be passed if otherwise unobjectionable. Exchange of telegrams on private affairs with occupied or unoccupied Germany still unauthorized.

UNITED STATES GOVERNMENT NOT TO FINANCE EXPORTS.

(New York Commercial.)

Government officials, presumably representing the views of the administration, have practically decided upon the policy of leaving the financing of exports to private bankers. There has been considerable agitation in favour of a general scheme of financing this country's exports of products and manufactures to Europe and other foreign markets by long term credits, due largely to previous action by the War Finance Corporation. This announcement is quite satisfactory, as it is in line with the trend of sentiment as it has shown itself for some time. It is purely a banking proposition and as such the Government should keep out of it.

Because of war necessities the Government has had to take a hand in almost every kind of business, in many instances pushing ahead by force of its own power and over-riding both natural and statute laws to attain a given object. For this reason the people have become accustomed to the belief that the Government can do anything. This may be true enough in the abstract, and is the basis of the country's confidence in itself; but it does not follow that, because the Government can do everything, it should do so.

The Government can enter business in two ways. It can act arbitrarily and force conditions to suit itself, thereby distorting everything and causing a great deal of personal loss and inconvenience, or it can enter business on exactly the same basis as an individual or a private corporation and allow the exigencies of the general business situation to determine whether or not its operations shall yield a profit or a loss. Even so, it places a private competitor at a disadvantage because it escapes taxation and has access to unlimited facilities for its work.

No private competitor can cope with the Government, so that under the best of circumstances it places private business at a disadvantage. Wherever the Government comes in competition with private business it results in a distortion that spreads itself over a wide territory. To correct it some unfair advantages have to be taken. By far the best proposition is to leave business severely alone, except where its supervision is a natural Government function.

DUTY ON MATCHES IN NEW ZEALAND.

Through a typographical error in *Weekly Bulletin* 807 (p. 118), the duty on matches, given as 6d. per gross, was unqualified by the addition that the grosses are of 60's, and the misplaced word 60's appears at the top of the next page under the heading "Packing, engine."

THE PORT OF BAHIA, BRAZIL.

Bahia, the capital of the state of Bahia, and the oldest city of Brazil, is situated on the east shore of the bay of All Saints. It is 440 miles southwest of Pernambuco and 738 miles northeast of Rio de Janeiro, with both of which cities it has steamship and cable connections. Population, 286,000. The city is divided into the lower and upper cities, the former being the business quarter, and until recently had narrow, close, ill-paved streets, but a scheme of reconstruction, involving a huge expenditure, has recently been entered upon. One of the principal improvements has been the construction of new docks, which began in 1909 and finished in 1915. They cover one and a third miles, cost \$22,500,000, and provide one of the best ports in South America. Bahia is the port of entry for over six per cent of all Brazilian imports. The island of Itaparica forms a natural breakwater for the harbour. Bahia has numerous industries, has long been one of the largest producers of cotton cloth, and also a large supply centre for shoes, boots and hats. There are large manufacturers of furniture, while clothing, chemical products, glass, leather goods, wax, sugar, tobacco, lime and cement, and foundry products are important industries. There is a large coastal trade. Bahia is the chief whaling port of Brazil, the catch in 1912 having been the largest for many years because of the use of whaling steamers and harpoon guns. The illustration on the title page of this issue of the *Weekly Bulletin* gives a view of the harbour of Bahia.

NEW BRITISH-FINNISH COMMERCIAL ENTERPRISES.

(From the *Swedish Trade Journal* "Affärsvärlden.")

An English-Finnish bank is being established in London with a capital of £2,000,000 (\$9,733,000). Among the parties interested is mentioned one of the great banks and also other leading financial interests in London. In the same direction are also the plans which have led to the formation of the British-Baltic Commercial Corporation, with a share capital of £500,000 (\$2,433,000), in which, among others, the prominent banking firm of C. J. Hambro & Son is interested. Another large interest under formation for trading with Finland is the United Trading Company.

NEW FRENCH STEEL GROUP.

(The *Times Trade Supplement*.)

This month has seen the formation of an important steel group whose existence should be known to the British market. The associated firms are La Société Anonyme des Aciéries de Longwy; la Société Anonyme des Hauts Fourneaux, Forges, et Aciéries de Denain et Anzin; la Société Anonyme des Usines de l'Espérance; la Société Anonyme des Aciéries de Micheville; la Compagnie des Forges et Aciéries de la Marine et d'Homécourt; la Société Métallurgique de Senelle-Maubeuge; Dorémieux Fils et Cie., à Saint-Amand-les-Eaux; la Société Anonyme des Boulonneries de Bogny-Braux; la Société en Commandite Lefort et Cie.

The name that has been adopted is Le Groupement des Sinsitres du Nord et de l'Est. The nominal capital is 1,000,000 francs (\$193,000), and the offices are at 52 Rue Taitbout. The group will deal in commercial, industrial and financial transactions for the purchase and sale of steel (with the exception of moulding steel) produced in the German works in Alsace-Lorraine and the occupied German territories, so far as their products come under French control. The object of the society is purely national; it has been formed with Government approval after agreement between the proper ministries and the president of the society.

CONDITION OF INDUSTRY IN SWEDEN.

(Economic Supplement Review of the Foreign Press.)

The reports of industrial companies for the past year indicate a falling market. Decreasing sale prices and increasing prime costs have in many cases combined to reduce profits. Dividends, too, have been cut down. The number of workmen employed has fallen considerably, especially in the finishing industries, and in agricultural machinery the closing of the Russian market is most particularly felt. In the Svenska Kullagerfabriken, at Gothenburg, the number of employees has fallen from 4,300 in the spring of 1917 to 3,200. The further utilization of the water falls of the interior promises the electricity industry a fairly secure market. A recent official statement says that only 18 per cent of the available 6.2 mill. horsepower of Swedish water-power is exploited.

THE FAR EASTERN FREIGHT SITUATION.

(Consul General George H. Scidmore, Yokohama, Japan, in United States Commerce Reports.)

The freight market is much easier at present. While it is true that many vessels are reported to be scheduled for release this month and in July—the number for July is said to be 24—yet increase in European shipments, with consequent decrease in amount of tonnage available, is having the effect of raising rates generally. It is reported that the three large Japanese steamship companies are to raise the rates on the American runs to substantially as follows: General cargo, \$9 a ton (rate unchanged); cereals, from \$5 to \$7 per ton; and oils from \$5 to \$7.50 a ton. These rates are to take effect from July 1, 1919.

The rates ruling on the European lines are reported to be 135 shillings a ton for foodstuffs to London and about the same to Antwerp. However, space is getting increasingly scarce, so that a further rise may be expected. It is reported that at present there are about 350,000 tons of shipping employed in carrying foodstuffs from the Orient to Europe.

The Taiyo Kaiun Kaisha is said to be accepting general cargo to Australia for about 5 yen per ton. Competition on this run is still strong.

Shipments between Java and Japan have decreased noticeably of late. Therefore, the rate for general cargo is said to have been reduced from 16 to 14 yen per ton, to take effect about the middle of this month.

Coastwise rates have followed the upward course noticeable in the ocean freight and the charter markets. Some of the present coasting rates and commodities to which they apply are: Dairen-Yokohama route, bean cake, 0.80 yen per picul (about \$0.40 per 133 pounds); Muroran-Yokohama route, coal, 4.20 yen per ton.

These all show slight rises, one of the reasons being the diversion of shipping to longer ocean runs.

In the charter market ocean-going vessels have recently brought from 12.50 to 14.50 yen per ton dead-weight. Those on the American run brought about 9.50 yen for fair-sized vessels.

AEROPLANE WOOD REQUIREMENTS.

(*Timber Trades Journal.*)

To make aeroplane propellers "bone dry" they are subjected to terrific tests, and a propeller has to make 1,700 or more revolutions a minute to make good. Even at that, wood which has been dried to the lowest possible moisture content will "drip" sap after a test. Whereas for ordinary commercial uses a piece of wood showing a slight defect may be safely and advantageously used, there is no "margin of safety" with aeroplanes. Every bit of wood that enters into its make-up must be perfect. A thousand feet of lumber may have to be taken out of a forest to secure 50 feet or 100 feet which will measure up to aeroplane requirements, or the whole lot may sometimes be rejected. This shows the need of more tree planting, of proper forest conservation, and a national forest policy which will provide for the future. Walnut is the best wood that grows for propellers, as also for gunstocks, but practically all of the framework of the air machine is of spruce. Most of the parts of an aeroplane are of built-up or laminated wood in which thin layers are glued together, the lamination dividing the stresses and making possible the use of small pieces, which are more likely to be absolutely free of defects. The terrific pressure, the twistings and manœuvres to which an aeroplane is subjected, compel the use of perfect wood that will "give" properly under prodigious strain without breaking.

CUSTOMS TARIFF OF POLAND.

(*United States Commerce Reports.*)

A communication has been received from the American consul at Warsaw, dated June 20, 1919, in which the following data are given concerning the present customs regulations within the territories of the Polish Republic:

It appears that at the time of the liberation of the country four different tariffs prevailed: In Posen, the German tariff; in the northern and western portion of the Kingdom of Poland, the tariff imposed by the German authorities of occupation; in the southern portion the tariff imposed by the Austrian authorities of occupation; in Galicia, the Austrian regulations obtained.

The tariff applied by the German authorities of occupation being the most favourable to importers, the Consul of Ministers decided to apply it, provisionally, with regard to merchandise imported from allied countries, whereas, the former Austrian and German tariffs should be applied to merchandise from countries other than allied countries according as the goods should pass the Austrian or German frontier.

This arrangement will be continued until a new provisional Polish tariff has been agreed upon. Discussions are now in progress concerning such a tariff and the Russian autonomous tariff of 1903 is being used as a basis for the discussions. It is expected the new tariff will be produced early in the month of July.

The tariff now in force consists of 98 items, covering articles subject to duty. The duties are all specific in form. Only a few classes of goods, such as travellers' baggage and supplies for official use, are included in the free list.

CANARY ISLANDS MARKET NEEDS LUMBER.

(Consul George K. Stiles, Teneriffe, in United States Commerce Reports.)

The lumber market in the Canary Islands is especially short of pitch pine, white pine, and spruce, which at this time have not only reached extremely high prices but are decidedly scarce. The usual method of supplying lumber to this market has been to forward in sailing vessels cargoes generally containing about 500,000 feet of assorted lumber of the cuts and sizes indicated in the following paragraph:—

Pitch pine sizes are as follows, in inches: 1 by 2, and up to 16; 1½ by 2, and up to 12; 2 by 2, 2 by 2½, 2 by 3, 2 by 3½, 2 by 4, 2 by 5, 2 by 6, 2 by 7, 2 by 8, 2 by 9, 2 by 10, 2 by 11, 2 by 12, 2½ by 2½, 2½ by 3, 2½ by 4, 2½ by 5, 2½ by 6, 2½ by 6½, 3 by 3, 3 by 4, 3 by 6, 3 by 7, 3 by 8, 4 by 8, 5 by 8, 5 by 10, 5 by 12, 6 by 12, 7 by 14. The wholesale price in April was approximately \$150 per thousand superficial feet of 1 inch thickness.

White pine sizes: 1 by 4 inches, and up to 16 inches; 1½ by 4 inches, and up to 16 inches; and 2 by 4 inches, and up to 12 inches. The wholesale price in April was approximately \$120 per thousand superficial feet 1 inch thick.

Spruce sizes: 1 by 4 inches, 1 by 2 inches, 1 by 8 inches, 1 by 9 inches, 1 by 10 inches, 1 by 11 inches, and 1 by 12 inches. Wholesale price was approximately \$120 per thousand superficial feet 1 inch thick.

OPPORTUNITY FOR CANADIAN MERCHANTS.

Hardwoods, such as mahogany and walnut, have hitherto usually come from Cuba, but at present the demand seems decidedly slack for these, although there are little or no stocks on hand. Several lumber firms, however, have intimated that if able to secure a cargo of the softer woods, they would be on the market for small quantities, to be purchased and shipped at the same time in the United States as the pitch, white pine, and spruce.

There now undoubtedly exists an opportunity for American firms to obtain all, or nearly all, of this business, even though the high market tendency in lumber may dispose many dealers to run short of stocks rather than to take on heavy supplies at present prices. For the supplies absolutely indispensable at this time, it is believed that Canary Islands dealers would not hesitate to accept terms of cash f.o.b. in an American port, although the firms, dominant in this market, previous to the war, were accustomed to grant from three to six months' credit on suitable banking references, in many cases the purchaser's notes, indorsed by a local bank, being accepted on arrival of shipping documents. The latter were usually forwarded to the local banker for acceptance by the purchaser, and indorsement was made by the banker, who usually attended to the collection at the termination of the credit period.

MERGER OF BRITISH COCOA FIRMS.

(Trade Commissioner H. G. Brock, in United States Commerce Reports.)

Negotiations that have been in progress for some time looking to the consolidation of the businesses of Cadbury Bros. and J. S. Fry & Sons, the world-famous cocoa concerns of Great Britain, have reached a successful conclusion and the fusion has now been effected. A new company, the British Cocoa & Chocolate Co., with a capital of \$12,500,000, has been formed to control the cocoa interests of Cadbury-Fry.

The new corporation is empowered to produce and deal in, at both wholesale and retail, foodstuffs and provisions of every kind, besides cocoa and chocolate. Its board of directors includes all the directors of Cadbury Bros. and several directors of J. S. Fry & Sons.

The amalgamation scheme provides for the formation of the British Cocoa & Chocolate Company as a holding concern to acquire the privately-owned ordinary shares of Cadbury Bros., amounting to \$3,505,250, and the privately-owned deferred shares, amounting to \$1,000,000, of J. S. Fry & Sons.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending July 25, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	136,633	141,984	72,418	173	34,126	385,334
Consolidated Elevator Co.	4,794	24,687	50,353	27,888	4,074	111,796
Empire Elevator Co.	* 2,612	118,191	26,091	15,116	5,327	162,113
Ogilvie Flour Mills Co.	257,935	81,122	62,064		8,918	410,039
Western Terminal Elevator Co.	25,748	55,488	14,015	13,358	1,179	58,293
G. T. Pacific	68,658	225,136	38,059	9,269	7,476	348,598
Grain Growers' Grain Co.	53,914	446,647	209,437		16,201	726,199
Fort William Elevator Co.	2,061	276,403	75,448	15,772	2,575	372,259
Eastern Terminal Elevator Co.	8,737	39,101	170			48,008
Northwestern Elevator Co.	27,186	47,411	53,404	23	764	128,788
Port Arthur—						
Port Arthur Elevator Co.	75,891	304,986	151,297	18	20,635	552,827
Sask. Co-operative Elev.	127,969	148,220	81,510	59,091	5,602	422,392
Canadian Government Elevator.	48,182	185,320	51,477	18,222	3,717	306,918
Can. Govt. Elev., acct. Imp. Govt.				62		62
Thunder Bay.	35,058	230,042	82,237	5,895		353,232
Davidson & Smith.	29,234	131,737	45,665		3,614	210,250
Eastern-Richardson.	27,982	33,354	23,699	11,820	1,625	95,480
Total Terminal Elevators	875,875	2,489,829	1,037,344	176,707	115,833	4,695,588
Saskatoon Can. Govt. Elevator	117,233	255,811	4,330		16,441	367,774
Moosejaw Can. Govt. Elevator.	113,882	227,179	7,792	3,927	1,763	360,984
Calgary Can. Govt. Elevator.	138,253	116,731	29,069	456	11,320	296,829
Vancouver Can. Govt. Elevator		59,866		220		60,086
Total Interior Terminal Elevators.	369,368	649,587	41,191	4,603	20,524	1,085,273
Depot Harbour			None in store			
Midland—						
Aberdeen Elevator Co.	4,996					4,998
Midland Elevator Co.	146,397	355,015			275,899	777,311
Tiffin, G.T.P.	104,086	2,235				106,321
Port McNicoll.	597,877	174,562	28,933			801,372
Collingwood						
Goderich—						
Elevator & Transit Co.	580,105	149,814		13,724		743,643
West. Can. Flour Mills Co., Ltd.	382,760					382,760
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.		91				91
Port Colborne Dom. Govt. Elevator.	568,837		496,450			1,065,287
" Maple Leaf Mill'g Co., Ltd.			Not reported.			
Prescott						
Montreal—						
Harbour Commissioners No. 1.	390,280	15,259	1,111,955			1,517,494
" " No. 2.	480,888	342,840	346,471			1,170,199
Montreal Warehousing Co.	1,134,076	56,267	384,938	15,997		1,591,275
Ogilvie Flour Mills Co., Ltd.	366,418	7,963				374,381
Quebec Harbour Commissioners.	246,356	41,185				287,541
West St. John, N.B.	355,566	9,703	51,594			416,863
Halifax, N.S.			Not reported.			
Total Public Elevators.	5,358,642	1,154,934	2,420,338	29,721	275,899	9,239,534
Total quantity in store.	6,603,885	4,294,350	3,498,873	211,031	412,256	15,020,395

* Wheat overshipped.

+ Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended July 25, 1919.**

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard			5,003		5,003
No. 1 Northern		95,408	202,231	1,680,474	1,978,113
No. 2 "		149,558	92,132	725,505	967,195
No. 3 "		123,125	41,040	966,785	1,130,950
No. 4 Wheat		192,818	10,192	892,542	1,095,552
No. 5 "		90,132	7,465	321,172	418,759
No. 6 "		67,418	1,107	445,071	513,596
Other		157,416	10,208	327,093	494,717
Totals		875,875	369,368	5,358,642	6,603,885
Oats—					
No. 1, C.W.		2,702			2,702
No. 2, "		381,973	68,963	350,651	801,587
No. 3, "		484,951	59,863	251,141	795,955
Ex. No. 1 Feed		322,625	128,796	161,616	613,037
No. 1 Feed		409,206	191,172	131,561	731,939
No. 2 "		594,456	144,102	139,194	877,752
Other		293,916	56,691	120,771	471,378
Totals		2,489,829	649,587	1,154,934	4,294,350
Barley—					
No. 3, extra C.W.					
No. 3, C.W.		426,509	14,513	631,328	1,072,350
No. 4 "		369,292	15,102	1,219,330	1,603,724
Feed		68,395	3,066	95,117	166,578
Rejected		93,537	6,563	405,277	505,377
Other		79,611	1,947	69,286	150,844
Totals		1,037,344	41,191	2,420,338	3,498,873
Flax—					
No. 1, Northwestern Canada	62	86,291	1,052	29,721	117,126
No. 2, C.W.		64,110	3,202		67,312
No. 3, "		14,211	4		14,215
Rejected			29		29
Other		12,033	316		12,349
Totals	62	176,645	4,603	29,721	211,031
Rye—					
No. 1, C.W.		2,065			2,065
No. 2, "		72,066		189,013	261,079
No Grade		7,291			7,291
Rejected		5,319		45,591	50,910
Other		29,092	13,083	41,295	83,470
Totals		115,833	13,083	275,899	404,815
Corn			7,441		7,441
Total quantity in store		4,695,588	1,085,273	9,239,534	15,020,395

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on July 25, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>July 25, 1919.</i>			
Terminal Elevators.....	875,875	3,819,713	4,695,588
Interior Terminals.....	369,368	715,905	1,085,273
Public Elevators in the East.....	5,358,642	3,880,892	9,239,534
Total.....	6,603,885	8,416,510	15,020,395
<i>July 26, 1918.</i>			
Terminal Elevators.....	6,502	5,232,383	5,238,885
Interior Terminals.....	8,239	277,616	285,855
Public Elevators in the East.....	3,281,576	5,046,977	8,328,553
Total.....	3,296,317	10,556,976	13,853,293
<i>July 27, 1917.</i>			
Terminal Elevators.....	6,996,580	5,630,631	12,627,211
Interior Terminals.....	403,488	176,474	579,962
Public Elevators in the East.....	4,444,235	6,779,019	11,223,254
Total.....	11,844,303	12,586,124	24,430,427
<i>July 28, 1916.</i>			
Terminal Elevators.....	10,693,589	7,142,452	17,836,041
Interior Terminals.....	788,509	135,259	923,768
Public Elevators in the East.....	6,067,866	6,444,355	12,512,221
Total.....	17,549,964	13,722,066	31,272,030
<i>July 29, 1915.</i>			
Terminal Elevators.....	1,667,472	1,726,675	3,394,147
Interior Terminals.....	38,654	60,722	99,276
Public Elevators in the East.....	618,755	1,496,159	2,114,914
Total.....	2,324,881	3,283,556	5,608,437
<i>July 30, 1914.</i>			
Terminal Elevators.....	1,914,555	3,593,014	5,507,569
Public Elevators in the East.....	2,957,887	2,793,816	5,751,703
Total.....	4,872,442	6,386,836	11,259,272

Quantity of United States Grain in Store at Public Elevators in the East for the week ending July 25, 1919.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Aberdeen Elevator Co.....		65,074				65,074
Midland Elevator Co.....		427,200				427,200
Tiffin, G. T. P.....		147,362	214,772	105,056		467,190
Port McNicoll.....		39,264				39,264
Harbour Commissioners No. 1.....			108,426			108,426
" " 2, Montreal.....		61,865		155,369	1,014	218,248
Quebec Harbour Commissioners.....	3,127					3,127
Totals.....	3,127	740,765	323,198	503,274	1,014	1,571,378

NEW INCORPORATIONS.

Dominion.

Canadian Peerless Jewelry Company, Limited. Incorporators: John Perley Wells and Charles Dickinson White, advocates; Catherine Louise Dearden and Jean May Stewart, accountants, and Emma Florence Miller, stenographer—all of Sherbrooke, Que. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Sherbrooke, Que.

Phoenix Construction Company, Limited. Incorporators: Francois Philippe Brais, advocate; Laura May Smith, Ella Mary Jackson, Bessie Moore Rogers and Laura Racine, stenographers—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Pressure Proof Rings, Limited. Incorporators: Edward Lewis Mills, mechanical engineer; Sylvester William Jenkes and George Douglas MacKinnon, manufacturers; William Miller Hale, manager; and Jacob Nicol, K.C.—all of Sherbrooke, Que. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Sherbrooke, Que.

Coursol, Cardinal, Limited. Incorporators: Olivier Cardinal, senior, Alfred Wilfrid Patenaude, manager; Olivier Cardinal, junior, and Théodule Cardinal, merchant, and Romeo Gibeault, lawyer—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

Independent Fish and Cold Storage Company, Limited. Capital \$300,000. Registered office, Prince Rupert.

Ontario.

The McGibbon Lumber Company, Limited. Incorporators: Charles Archibald McGibbon, Finlay Telford McGibbon, Norman Chester McGibbon, and David Darling Christie McGibbon, lumbermen; and John Arthurs McGibbon, barrister-at-law—all of Penetanguishene, Ont. Capital \$100,000, divided into 200 shares of \$500 each. Head office, Penetanguishene, Ont.

Camburn Silver Mines, Limited (no personal liability). Incorporators: Archibald Woodburn Langmuir, Donald Black Sinclair, and Harold Wilson Shapley, solicitors; George Charles Loveys, accountant; and Jennie Jardine Elliott Hayes, office secretary—all of Toronto. Capital \$1,500,000, divided into 1,500,000 shares of \$1 each. Head office, Toronto.

Pittsburg and Northern Ontario Exploration and Development Company, Limited. Incorporators: George Arthur Young, broker; James Howard Young, insurance agent; Joseph Edward Hallatt, prospector; Norman Currie Urquhart, accountant; and Eva Leach, stenographer—all of Toronto. Capital \$100,000, divided into 10,000 shares of \$10 each. Head office, Toronto.

Soren Brothers, Limited. Incorporators: Moses Soren, Louis Soren, Leah Soren, Alfred Branson, and Abraham Soren, esquires; and Rosie Soren, married woman—all of Toronto. Capital \$250,000, divided into 5,000 shares of \$50 each. Head office, Toronto.

Preston Furniture Company, Limited. Incorporators: Edwin Whyte Clement, and William Pope Clement, barristers-at-law; Rubie Mary Fisher, and Eva Belle Clemens, stenographers; and Alison Telford Clement, married woman—all of Kitchener, Ont. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Preston, Ont.

Symmes-Young Silver Mines, Limited (no personal liability). Incorporators: Mervil MacDonald, Geoffrey Walters Adams, and Percy Edwin Smily, barristers-at-law; Robert Roy McKay, student-at-law; and Bertha Rice, stenographer—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

Great Lakes Paper Company, Limited. Incorporators: Gideon Grant, Mervil MacDonald, Geoffrey Walters Adams, and Edwin Smily, barristers-at-law; and Lina Rogers, stenographer—all of Toronto. Capital \$8,000,000, divided into 80,000 shares of \$100 each. Head office, Fort William.

The Dayton Airless Tire of Canada, Limited. Incorporators: Lena Adams and Mary Winnifred Hunt, book-keepers; Mabel Gray and Vera Marion Gray, teachers; and Kenneth Alexander McRae, engineer—all of Toronto. Capital \$200,000, divided into 4,000 shares of \$50 each. Head office, Toronto.

Canadian Woollens, Limited. Incorporators: James Steller Lovell and Charles Delamere Magee, accountants; William Bain, book-keeper; John Henry, solicitor's clerk; Aldine Strachan and Vera Fletcher, office clerks; and George Grant Paulin, solicitor—all of Toronto. Capital \$3,500,000, divided into 35,000 shares of \$100 each. Head office, Peterborough.

TENDERS INVITED.

Australia.

Tender forms and specifications have been received from Mr. C. Hartlett, Acting Canadian Trade Commissioner, Melbourne, for the supply and delivery of 15 tons of sodium acetate (commercial) required by the Victorian Government Railways, Melbourne, Australia.

These tender forms are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer file No. 20603).

Tenders in conformity with the specifications are to be addressed to the Secretary for Victorian Railways, Melbourne, Australia. Particulars of the tender are briefly outlined thus:—

No.	Date of Closing.	Particulars.
32485.	October 29, 1919.	15 tons of sodium acetate (commercial) as specified.

COMBINATION IN BELGIAN METALLURGICAL INDUSTRIES.

(*Board of Trade Journal.*)

The consolidation of interests in the Belgian glass industry has already been announced in the *Journal*, and the movement appears to be taking root in other industries. According to the press, a metallurgical trust, representing 300,000,000 francs capital, is in process of formation. It is expected, in spite of the opposition of conflicting interests, that this will embrace the whole industry. After rebuilding and re-equipping existing works, the trust proposes to build three or four large factories, each specializing in the production of selected classes of goods.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1884. **Produce.**—A Glasgow correspondent seeks agencies for Canadian exporters of butter, cheese, canned goods, dried fruits and other produce.

1885. **Flour, canned goods, etc.**—A Danish merchant house ask to be placed in touch with Canadian exporters of flour, canned goods and other produce.

1886. **Leather goods.**—A merchant at Smyrna, Asia Minor, wishes to get in touch with Canadian exporters of leather goods and other manufactures; also importers of figs, raisins, licorice, tobacco, carpets, etc.

1887. **Jams.**—A well-known London department store desire to get into touch with Canadian manufacturers of jams.

1888. **Salted salmon, canned lobsters and flour.**—A firm in Copenhagen, Denmark, wish to get into touch with Canadian shippers of salted salmon, canned lobsters, and flour, with a view to the establishment of direct business relations.

1889. **Oilseed cake and grain.**—A London company doing business throughout Europe, Africa, Asia, and Australasia wish to secure the agency of Canadian manufacturers of oilseed cake and also of shippers of grain.

1890. **Railway ties or sleepers.**—A London company of timber importers and creosoters would be glad to enter into correspondence with Canadian manufacturers of railway ties with a view to future business. Standard sizes used in this country, 9 feet x 10 inch x 5 inch or 8½ feet x 10 inch x 5 inch, both with 8 inch flat surface on top, and 9 feet x 12 inch x 5 inch with 10 inch flat surface on top c.i.f. per piece to London, Grimsby, Grangemouth, or Ardrossan, in steamer cargoes of about 40,000 to 50,000, stating approximate date of shipment.

1891. **Salmon in brine.**—A Liverpool firm desire the addresses of actual Canadian packers of salmon in brine, in tierces of 300 pounds each, of which they wish to purchase considerable supplies.

1892. **Wood skewers.**—A London firm who purchase wood skewers invite offers from Canadian manufacturers able to fill orders.

1893. **Oilcake.**—A Scottish firm ask for the addresses of Canadian manufacturers of linseed, or other oilcakes.

1894. **Glass bottles.**—A London firm who wish to purchase bottles for pickles and sauces would like to hear from Canadian manufacturers who can fill orders.

1895. **Lithographic paper.**—A Japanese importing company in Tokyo is anxious to obtain supplies of lithographic papers in Canada. During the war this company paid 11 cents per pound f.o.b New York for this paper, samples of which have been sent to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1896. **Marine hardware.**—A wholesale importing firm in St. John's, Newfoundland, ask for the names of Canadian manufacturers and exporters of row-locks, boat nails, cleats, etc., suitable for motor boats and vessels.

1897. **Sheep.**—A business woman in France wishes to buy sheep in Canada regularly every month. She would buy 200 sheep monthly and pay cash on delivery in France. Correspondence in French requested.

1898. **Textiles.**—An importer of Paris, France, desires to be brought in touch with manufacturers and importers of textiles and garments for men and women with a view to representing them in France.

1899. **Representation in Belgium.**—An importer of Antwerp would like to represent exporters of coffee, cocoa, cereals, seeds, oil cakes, food product, dried and fresh fruits, preserves, rubber, hides, ivory, wax, tobacco, etc.

1900. **Food products.**—A commission agent of Bordeaux, France, desires to represent in France exporters of food products.

1901. A French officer conversant with several languages wishes to get into communication with Canadian manufacturers desiring representation in countries of Europe.

1902. **Apples.**—A firm of Glasgow brokers selling at auction on shippers' account desire consignments of boxed and barrelled apples.

1903. **Apples.**—A London broker selling largely at auctions would like to get into touch with British Columbia box apple shippers.

1904. **Apples.**—A Glasgow broker selling at auction is open for consignment business from all fruit-producing provinces.

1905. **Apples.**—A Liverpool firm of apple importers, handling mainly on commission, but also open to purchase, are interested in extending their connections with box and barrel shippers.

1906. **Apples.**—A firm of Glasgow fruit brokers who are also Edinburgh wholesalers, and who have an established connection in Ontario, desire to be placed in touch with Nova Scotia and British Columbia shippers.

1907. **Wire nails.**—A Liverpool firm ask to be placed in touch with exporters of wire nails.

1908. **Enamelware and galvanized hollow-ware.**—A Liverpool firm ask to be placed in touch with exporters of enamelware and galvanized hollow-ware.

1909. **Barbed wire and galvanized fencing.**—A Liverpool firm ask to be placed in touch with exporters of the above.

1910. **Apples.**—A firm of Glasgow fruit brokers would like to hear from Nova Scotia or Ontario shippers, who have apples to ship on consignment.

1911. **Apples.**—A London firm would like to receive offers of boxed and barrelled apples.

1912. **Jewellery, gold filled.**—A Liverpool firm would like to represent exporters for the sale of gold shell rings, brooches, bracelets, armlets, necklets, 1/40, 1/20, and 1/10 gold, transatlantic designs, for which there is a large demand.

1913. **Pitwood.**—A Doncaster firm, who are very large importers of pitwood would like to receive quotations with the object of making arrangements for purchasing entire output, if competitive prices can be met.

1914. **Apples.**—A Liverpool firm ask for selling offers of boxed and barrelled apples.

1915. **Bulk condensed milk.**—A Liverpool importer asks to be placed in touch with exporters who will ship condensed milk in 5-cwt. barrels for use by biscuit and sweet manufacturers. A very strong demand exists as Dutch supplies are limited.

1916. **Apples.**—A Perth apple importer is interested in carlot offers of boxed and barrelled apples.

1917. **Apples.**—An Aberdeen firm is interested in receiving offers of boxed and barrelled apples.

1918. Lines, twines, etc.—A manufacturers' agent in St. John's is open to represent Canadian manufacturers and exporters of lines and twines, oil cloths, tea, chewing tobacco, clapboards and all kinds of lumber.

1919. Canadian manufactures.—A St. John's commission agency desires to be put into communication with Canadian manufacturers and exporters of ammonia, alabastine, baking powder, bread mixers, brooms, brushes and whisks, butter, cheese and eggs, buttons and buckles for men's clothing, candy, confectionery, chocolates and apple cider.

1920. Portable houses; workshop supplies.—A civil engineer in Paris would like to represent Canadian exporters for portable houses and general supplies for workshops.

1921. Canned fish.—A French firm importing and exporting food products would like to buy canned fish from Canada.

1922. Asbestos, mica.—An importer of raw materials in Paris is anxious to get in touch with Canadian exporters of minerals, especially asbestos and mica.

1923. Shoe manufacturers' supplies.—A manufacturers' agent in Paris claiming to have a large sale for shoe manufacturers' supplies would like to receive offers from Canadian exporters of leather, linings, felts and dressed wood for soles.

1924. Lumber.—A French firm in southwestern France would like to import Canadian lumber.

1925. Minerals, chemicals and metals.—A chartering and forwarding agent in Paris, specially interested in minerals, chemicals and metals, offers his services to Canadian exporters.

1926-35. Food products.—Canadian exporters of food products anxious to sell their goods in France could appoint representatives in Paris, Rouen, Le Havre, Nantes, Bordeaux, Lyons, Pontarlier, Marseilles.

1936-37. French shoe manufacturers' agents and jobbers would like to represent in France Canadian manufacturers of shoes.

1938. Agency.—A Greek merchant of Salonika wants to enter into commercial relations with different Canadian firms for export and import of different goods.

1939. Agencies.—Two young men in Newcastle-on-Tyne, England, who have entered into partnership as selling agents are desirous of getting in touch with Canadian producers who cater for the grocer, baker, confectioner and allied trades.

1940. Agencies.—A well-known company of exporters in New York are anxious to arrange agencies with Canadian lumber manufacturers for export business in that city, and for various countries, particularly Great Britain, Europe and the British Colonies, where they have their own offices or agencies. They are also anxious to connect with Canadian manufacturers for export of dairy products, particularly cheese, condensed milk and butter.

1941. Iron and hardware.—A firm in Liverpool, established for 50 years, desire to secure agencies from Canadian firms manufacturing iron or hardware.

1942. Furniture, hardware.—Englishman, fourteen years in Canada, returning to England in about one month for one year or more, seeks agencies for office and household furniture, hardware, etc. First-class experience in purchase of those supplies; was commercial traveller for six years in England.

1943. Representation.—A British firm established at La Guaira, Venezuela, for the purpose of promoting trade between Great Britain, Canada and Venezuela, wishes to get into communication with Canadian manufacturers and Canadian export organizations desirous of representing exporters of food products such as flour, canned goods, fish, butter, cheese, etc. They also offer their services as buying agents for Canadian importers of Venezuelan cocoa and coffee. The firm is thoroughly British and of good standing.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 **R.S.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 **R.S.**—A Canadian soldier recently returned from France proposes to take a trip to Japan in July. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 **R.S.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 **R.S.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 **R.S.**—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 **R.S.**—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 **R.S.**—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 **R.S.**—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, hardware and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 **R.S. Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 **R.S.** Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 **R.S.**—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 **R.S.**—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 **R.S.**—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Canada, White Star-Dominion Line, about August 6; *Scandinavian*, C.P.O.S. Line, about August 7; *Minnedosa*, C.P.O.S. Line, about August 8; *Metagama*, C.P.O.S. Line, about August 15; *Megantic*, White Star-Dominion Line, about August 16; *Corsican*, C.P.O.S. Line, about August 23; *Melita*, C.P.O.S. Line, about August 29; *Rimouski*, White Star-Dominion Line, about August 31.

MONTREAL TO LONDON.

Scotian, C.P.O.S. Line, about August 6; *Willaston*, Cunard Line, about August 16; *Vardulia*, Cunard Line, about August 20; *Inkula*, Cunard Line, about August 25; *Cornish Point*, C.P.O.S.-Furness Line (Furness), about August 25; *Tunisian*, C.P.O.S. Line, about August 28; *Verbania*, Cunard Line, about August 31.

MONTREAL TO ANTWERP.

Glenspean, C.P.O.S.-Furness Line (C.P.O.S.), about August 7.

MONTREAL TO GLASGOW.

Saturnia, Anchor-Don. Line, about August 13; *Cassandra*, Anchor-Don. Line, about August 20; *Montcalm*, C.P.O.S. Line, about August 29.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Vallaria, Cunard Line, about August 16; *Monmouth*, C.P.O.S. Line, about August 26.

MONTREAL TO MANCHESTER.

Manchester Corporation, Manchester Liners, about August 7; *Manchester Hero*, Manchester Liners, about August 17; *Manchester Division*, Manchester Liners, about August 30.

MONTREAL TO HULL.

Norfolk Range, Furness Line, about August 13; *Grampian Range*, Furness Line, about August 18.

MONTREAL TO LEITH.

Cairn Gowan, Thomson Line, about August 3.

MONTREAL TO DUNSTAN (NEWCASTLE-ON-TYNE).

Cairnvalona, Thomson Line, about August 5.

MONTREAL TO DUBLIN.

Ramore Head, Head Line, about July 30; *Lord Antrim*, Head Line, about August 10.

MONTREAL TO BELFAST.

Fanad Head, Head Line, about July 30; *Milmore Head*, Head Line, about August 24.

MONTREAL TO ST. NAZAIRE (FRANCE).

Cape Corso, Can.-French Line, about August 15.

MONTREAL TO HAVRE (FRANCE).

Lord Dufferin, Canadian-Trans-Atlantique Line, about August 1; *California*, Canadian-Trans-Atlantique Line, about August 7; *Hudson*, Canadian-Trans-Atlantique Line, about August 15; *Wisley*, Canadian-Trans-Atlantique Line, about August 30.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan Skene, Houston Lines, about August 15; a Steamer, Houston Lines, about September 15.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.

Banguela, Elder-Dempster Line, about August 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).

Wangaratta, New Zealand Shipping Co., about August 25.

MONTREAL TO BARBADOS AND TRINIDAD.

Canadian Recruit, Can. Govt. Merchant Marine, Ltd., about August 5; *Canadian Warrior*, Can. Govt. Merchant Marine, Ltd., about August 26; *Canadian Recruit*, Can. Govt. Merchant Marine, Ltd., about September 16.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Sailor, Can. Govt. Merchant Marine, Ltd., about August 6; *Canadian Trader*, Can. Govt. Merchant Marine, Ltd., about August 27; *Canadian Sailor*, Can. Govt. Merchant Marine, Ltd., about September 13.

MONTREAL TO CHARLOTTETOWN, ST. JOHN'S, NEWFOUNDLAND.

A Steamer, Gulf of St. Lawrence Shipping and Trading Co., about August 8.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaleur, Royal Mail Steam Packet Co., about August 31.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Protesilaus, Blue Funnel Line, about August 29.

VICTORIA TO YOKOHAMA, KOBE, MOJI, MANILA, AND SINGAPORE.

Chicago Maru, Osaka Chosen Kaisha, about August 23.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Katori Maru, Nippon Yusen Kaisha, about September 2.

From Vancouver.

Makura, Canadian Australasian Royal Mail Line, about September 6; *Niagara*, Canadian Australasian Royal Mail Line, about September 16.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information
Supplements to Weekly Bulletin:
Chinese Markets for Canadian Products.
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Bureau of Statistics.
The Canada Year Book.
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

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COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Port of Montevideo. (See p. 294.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, August 11, 1919.

No. 810

SUPPLEMENTS TO THE WEEKLY BULLETIN.

Two supplements to the *Weekly Bulletin* have just been published:—*Chinese Markets for Canadian Products*, by Mr. J. W. Ross, Canadian Trade Commissioner to China; and *The Trade of South China*, by Mr. L. D. Wilgress, Canadian Trade Commissioner at Vladivostok. Both are reprints of articles which have appeared in the *Weekly Bulletin*.

Chinese Markets for Canadian Products includes chapters on the importance of China as a field for commercial enterprise, on Shanghai and the Yangtze Valley, the cities of Central and North China, and Manchuria, on transportation and agricultural production, on the economic condition of the people, and on business methods in China. The last chapter, "Chinese Markets for Canadian Products," gives the title to the pamphlet. Of special interest to Canadian manufacturers is the sub-section under that chapter "What Canada Can Supply" (pp. 59-70), and the classified list of leading lines of imports (pp. 57-59).

The Trade of South China contains chapters on the trade position of Hong Kong, the import and export trade of the port and the trade of the outports, and a table of imports at Hong Kong for the four months ended December 31, 1917. The opportunities for Canadian manufacturers are embodied in the sections dealing with the flour trade and the lumber trades, and the markets for metals and machinery, leather and paper, canned provisions, fish products and tinned milk (pp. 23-38). On page 39 there are a number of suggestions for Canadian exporters desirous of building up a trade with South China.

Copies of these pamphlets, which are adequately illustrated, may be had on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

G. B. Johnson, Rio de Janeiro.. . . .	Now in Ottawa. Expected to leave for Brazil, August 13, via England.
B. S. Webb, Buenos Aires.. . . .	Now travelling in the Maritime Provinces.
D. H. Ross, Melbourne.. . . .	" "
J. E. Ray, Manchester.. . . .	Now in Montreal.
W. A. Beddoe, Auckland.. . . .	" "
W. J. Egan.. . . .	Now travelling in Quebec Province.
Harrison Watson, London.. . . .	Will arrive in Ottawa about September 15.
H. R. Poussette.. . . .	Will leave Canada in September on a trip to Oriental countries.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

ORDER IN COUNCIL ESTABLISHING "THE CANADIAN WHEAT BOARD."

The following Order in Council (P.C. 1589), establishing "The Canadian Wheat Board," was passed on 31st July, 1919:—

The Minister of Trade and Commerce reports as follows with reference to the present extraordinary conditions affecting the moving and disposal of the Canadian wheat crop.

For some time, owing to the war, overseas purchases have been conducted largely, and for two seasons wholly, through Government organizations, and by reason of such conditions, the crop of Canada for the past two seasons, has been placed under the control of the Board of Grain Supervisors of Canada, which body has been invested with and has exercised powers conferred upon it by the Order in Council of 11th June, 1917, and by subsequent orders. The said Board of Grain Supervisors are still exercising and purpose to continue exercising their powers with relation to the crop of 1918, to the extent delivered up to and inclusive of the 15th day of August, 1919, and provision is adequate for the final disposition of same.

As regards the crop of 1919, and any other wheat undelivered on the 15th day of August, 1919, it does not appear that there will exist in importing countries likely to require or purchase same, any organized buying at fixed prices such as prevailed in recent years, nor any open and stable market of the character that obtained prior to the war.

The United States Government has through a constituted agency undertaken many months ago and during the continuance of active hostilities in the present war, the purchase at a fixed price, of the crop of that country for the year 1919, and the marketing of same at home and abroad.

Under these abnormal conditions, resulting in uncertainty of price and instability of market, it would appear that in order to secure that early movement of the Canadian crop which is so essential, and that fair distribution among our wheat producers of the actual value of their product, as determined by the world demand for same throughout the entire season of marketing, which is equally desirable, action should be taken by the Government, looking to the purchase, storage, movement, financing and marketing of the wheat grown in Canada in 1919, and other wheat undelivered in Canada on the 15th of August, 1919.

Therefore His Excellency the Governor General in Council, under and in virtue of the provisions of the War Measures Act, is pleased to make the following orders and the same are hereby made and enacted accordingly:—

1. The Governor in Council may appoint a Board to be designated "The Canadian Wheat Board," hereinafter called "The Board." Such Board shall consist of not more than 10 members, one of whom shall be named as Chairman, who shall be chief executive officer and another assistant chairman who shall have the powers and duties of the chairman in the absence of the chairman.

2. The chairman, and assistant chairman, shall be paid such salaries as the Governor in Council may direct, and the other members of the Board shall be paid travelling and living expenses and such per diem allowance while actually engaged in the duties of the board as the Governor in Council may direct, but otherwise shall receive no remuneration.

3. The board shall make such enquiries and investigations as it deems necessary to ascertain what supplies of wheat are, or may be available from time to time, the location and ownership of same, the transportation and elevator facilities available in connection therewith, as well as all conditions connected with the marketing and market price that can be obtained for same. For the purpose of any enquiry or investigation held by the board, the board and the several members thereof, shall have all the powers of a commissioner acting under Part I of the Enquiries Act.

4. The Board shall have power from time to time,
 - (a) To take delivery of wheat in Canada at any point.
 - (b) To pay, by way of advance, to the producers or other persons delivering wheat to the Board, such price per bushel according to grade or quality and place of delivery for price purposes as shall be set out in a schedule to be prepared by the board and approved by the Governor in Council, and to provide for the issue of participation certificates to persons entitled thereto.
 - (c) To sell wheat so delivered to millers in Canada for milling purposes at such prices and subject to such conditions as the Board sees fit, the price of sale to millers being governed as nearly as may be by the price obtainable at the same time in the world's markets for wheat of equal value, regard being had to the cost of transport, handling and storage.
 - (d) To store and transport such wheat with a view to the marketing of same.
 - (e) To sell wheat so delivered in excess of domestic requirements to purchasers overseas or in other countries, for such prices as may be obtainable.
 - (f) In co-operation with the Seed Purchasing Commission of the Department of Agriculture, and by sale to such commission or otherwise, to provide for the retention or distribution in various parts of Canada, of such wheat as may be necessary for seed in 1920.
 - (g) To fix maximum prices or margins of profit at which flour and other products made from wheat delivered to millers, may be sold, and to fix standards of quality of such flour.
 - (h) To purchase flour from millers at prices to be fixed by the board and to sell same in Canada or in other countries.
 - (i) To take possession of and to sell and deliver to millers, or to purchasers in other countries, wheat stored in any elevator, warehouse, or on railway cars or Canadian boats and to deal with the same as to payment of advance and otherwise in the same way as if it had been otherwise delivered to the board, and to move grain into and out of or through any elevator and to or from any car or boat.
 - (j) To control by licenses or otherwise, the export and sale of flour out of Canada.
 - (k) For the purpose of performing its duties under this order to allocate Canadian lake tonnage and to distribute cars for rail shipments.
 - (l) To pay necessary expenses incident to the operations of the board.

5. Deliveries of wheat may be taken from, through or by the use of such agents or grain companies or organizations as the board may see fit, and may be at such points in Canada, at the seaboard or otherwise, as the board may direct, and the board may pay to such agents or grain companies or organizations handling wheat, or delivering wheat to the board, such commissions, storage and other charges as the board with the approval of the Governor in Council may deem proper.

6. The board may make payment by authorization to a chartered bank or to chartered banks to pay under such conditions and on production of such vouchers as the board may by regulation provide, and the Governor in Council guarantees re-payment of any moneys so paid by a bank or banks, with interest at a rate not exceeding six per cent of which guarantee the evidence shall be this order.

7. As soon as the board has received payment in full for all wheat delivered to the board, there shall be deducted from same all moneys disbursed by or on behalf of the board for expenses or otherwise connected with or incident to the operations of the board, and the balance shall be distributed pro rata among all producers and others holding participation certificates.

8. Notwithstanding anything in the Grain Act or in the Railway Act, the Board of Railway Commissioners for Canada shall have power to order any railway company to provide cars and other transportation facilities for handling grain, and to transport as directed wheat delivered to or by the board, or in which the board is

interested, and at the request of the board to withhold transport of other wheat or grains for a fixed time.

9. Every person shall truthfully and promptly answer any inquiry made by the board or by any person duly authorized on its behalf about any matter within its powers or duties, whether such inquiry is made verbally, in writing, by telegraph or any other way.

10. In this order,—

(a) Elevator means and includes any terminal, country, private, public and hospital elevator, and any elevator licensed by the Board of Grain Commissioners for Canada.

(b) Wheat in clauses four, five, seven, and eleven means wheat harvested in 1919 or other wheat delivered to the board after 15th August, 1919.

11. The board with the approval of the Governor in Council may make such regulations as it deems necessary for the purpose of fully and effectively carrying out the objects and provisions of this order, and in particular, but without limiting in any way the generality of the foregoing, may make regulations,—

(a) For appointing representatives in different parts in Canada, or overseas, for assisting the work of the board, and for reporting to the board any violations of any order issued by the board, or any regulations made hereunder.

(b) To authorize the engaging of clerks, employees and assistants and paying their salaries.

(c) Providing for the forms and contents of participation certificates, vouchers or documents of title to be held by producers and others delivering wheat to the board, for the conditions of negotiability of same, for the substitution of same for other vouchers, and generally establishing such system as may in the judgment of the board be necessary for the security and equitable treatment of all persons concerned in the delivery and sale of wheat and in the carrying out of this order.

(d) Fixing dates up to which and not beyond, the board is prepared to take deliveries at different places in Canada.

(e) Determining what constitutes delivery to the board.

12. The board may from time to time appoint an executive committee of not less than three of its members, of whom the chairman shall be one, and may assign to such Executive Committee any duties or powers within the competence of the board.

13. There shall not be provided on any grain exchange or elsewhere, facilities for trading in wheat futures during the time this order is in force, except by permission in writing of the board.

14. Notwithstanding any Order in Council heretofore passed, the Board of Grain Supervisors of Canada shall hereafter exercise no powers inconsistent with the powers vested in the Canadian Wheat Board by this order.

EXPORT OF RAW HIDES, SKINS AND LEATHERS.

The following Order in Council (P.C. 1637), was passed at Government House, Ottawa, on August 2, 1919:—

“Whereas His Excellency the Governor General in Council has had under consideration a recommendation from the Minister of Trade and Commerce, in which he calls attention to a report from the Cost of Living Commissioner to the Minister of Labour respecting the increasing price of hides and leather and the consequent increase in the cost of boots and shoes:

“Therefore His Excellency the Governor General in Council is pleased to order and it is hereby ordered that, pending the consideration of other necessary action in the premises, the exportation from Canada of raw hides, skins and leathers for boot and shoe purposes, shall be and the same is hereby prohibited except under license from the Canadian Trade Commission.”

THE ENTRY INTO FRANCE OF HOUSEHOLD EFFECTS.

Canadian manufacturers or groups of manufacturers who may be intending to send resident representatives to France may have all information respecting the entry into France of household effects for personal use the property of foreigners taking up residence therein, on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (quoting File No. 18741).

REVIEW OF AUSTRALIAN TRADE.

ACTING TRADE COMMISSIONER C. HARTLETT.

Melbourne, June 27, 1919.—According to the revised official statistics of the Commonwealth of Australia, the aggregate value of the trade in 1917-18 reached £135,857,386, plus imports and exports of gold of which particulars are not made available. The total trade for 1916-17 was £174,184,161, which, however, covered gold shipments inward amounting to £198,907, and outward amounting to £11,613,264, of which specie valued at £60,000,000 was forwarded to Canada and £4,500,000 to the United States. Eliminating gold, there is therefore a contraction of £26,514,604 in trade in comparison with the previous year. The imports of merchandise decreased by £15,207,608, and the exports by £11,306,996. As the purchasing power of the people of Australia was never greater than in the period under review and a bountiful season had provided great quantities of primary products for sale abroad, the decline in trade is solely attributable to the shortage of shipping facilities which was so marked a feature of that year.

The following is a comparative statement of the Australian overseas trade during the past three statistical periods:—

	1915-16.	1916-17.	1917-18.
Australian imports	£ 77,521,142	£ 76,228,679	£ 60,822,164
“ exports	74,778,321	97,955,482	75,035,222
Total trade.. . . .	£152,299,463	£174,184,161	£135,857,386
Total trade per head..	£30 17s. 8d.	£35 14s. 7d.	£27 10s. 7d.
Imports decrease 1916-17 from 1915-16.. . . .			£ 1,292,463
“ “ 1917-18 from 1916-17.. . . .			15,406,515
Exports increase 1916-17 over 1915-16.. . . .			23,177,161
“ decrease 1917-18 from 1916-17.. . . .			22,920,260
Total trade increase 1916-17 over 1915-16.. . . .			21,884,698
“ decrease 1917-18 from 1916-17.. . . .			38,326,775

OVERSEA TRADE OF THE DIFFERENT STATES.

The appended table illustrates the distribution of trade amongst the different States of the Commonwealth during the past two years. The principal ports of import and export are Sydney, Melbourne, Brisbane, Adelaide, Fremantle, Hobart and Darwin.

	1916-17. Imports.	1917-18. Imports.	1916-17. Exports.	1917-18. Exports.
New South Wales.. . . .	£32,741,792	£28,425,332	£50,290,824	£36,929,487
Victoria.. . . .	25,474,839	20,697,721	19,030,146	18,716,019
Queensland.. . . .	6,263,102	4,492,291	14,542,270	10,960,411
South Australia	6,118,458	4,180,013	8,533,912	5,148,977
Western Australia.	4,386,118	2,505,271	4,645,568	2,060,286
Tasmania.. . . .	1,161,595	489,249	899,511	951,623
Northern territory	82,775	32,287	13,251	268,119
Total.. . . .	£76,228,679	£60,822,164	£97,955,482	£75,035,222

The course of Australian trading during the past three years is briefly outlined below. The values set opposite the sources of supply in the table of imports denote

the total imports and not the origin of the goods. The value of the imports from the United Kingdom, for instance, is given as £24,871,090, whereas £2,796,429 of that amount was manufactured or produced elsewhere, and goods of actual Canadian origin were less by £111,252 than the imports indicate.

IMPORTS.

	1915-16.	1916-17.	1917-18.
United Kingdom.. . . .	£39,730,320	£39,996,204	£24,871,090
Canada.. . . .	1,656,158	1,599,951	1,778,320
Other British possessions	11,052,469	10,618,603	10,497,060
Total British countries.. . . .	£52,438,947	£52,214,758	£37,146,470
“ foreign countries.. . . .	25,082,195	24,013,921	23,675,694
Grand total imports.. . . .	£77,521,142	£76,228,679	£60,822,164

EXPORTS.

	1915-16.	1916-17.	1917-18.
United Kingdom.. . . .	£33,528,398	£57,843,684	£37,637,844
Canada.. . . .	721,440	6,392,579	785,130
Other British possessions.. . . .	9,392,316	10,387,995	15,596,454
Total British countries.. . . .	£43,642,162	£74,624,258	£54,019,428
“ foreign countries.. . . .	31,136,159	23,331,224	21,015,794
Grand total exports.. . . .	£74,778,321	£97,955,482	£75,035,222

EXPORTS OF SHIPS' STORES.

The value of stores, shipped on board oversea vessels in Australian ports, is not included in the general exports. The figures in recent years are shown thus:—

	1915-16.	1916-17.	1917-18.
Ships' stores exported.. . . .	£1,544,872	£1,676,116	£1,389,291

The following tables show the value of the principal imports and exports of the Commonwealth, as classified by the Customs authorities during 1917-18 and the preceding year:—

PRINCIPAL IMPORTS.

	1916-17.	1917-18.
<i>Foodstuffs of Animal Origin, but Excluding Living Animals—</i>	1916-17.	1917-18.
<i>Fish—</i>		
Preserved in tins.. . . .	£ 715,741	£ 788,728
Fresh and frozen.. . . .	48,191	26,306
Potted or concentrated.. . . .	44,268	1,300
Smoked or dried.. . . .	8,590	7,930
Other.. . . .	30,806	28,766
<i>Meats—</i>		
Canned.. . . .	44,301	54,044
Sausage casings.. . . .	64,582	96,273
<i>Foodstuffs of Vegetable Origin—</i>		
<i>Confectionery—</i>		
Chocolate.. . . .	277,351	28,737
Other.. . . .	140,457	23,701
<i>Fruits (fresh)—</i>		
Apples.. . . .	38,400	37,825
Dried.. . . .	89,006	42,856
Preserved in liquid.. . . .	47,120	42,166
Grain and pulse, rice.. . . .	232,151	368,311
Infants' and invalids' foods.. . . .	123,589	62,412
Nuts, edible.. . . .	120,801	194,266
Sago and tapioca.. . . .	76,044	125,445
Pickles and sauces.. . . .	84,175	93,881
Spices.. . . .	104,920	129,093
Sugar, cane.. . . .	1,639,097	278,985

PRINCIPAL IMPORTS.—*Continued.*

	1916-17.	1917-18.
<i>Beverages (non-alcoholic) and Substances Used in Making—</i>		
Cocoa beans.. . . .	119,869	152,075
“ and chocolate.. . . .	164,695	49,443
Coffee and chicory.. . . .	120,527	81,893
Tea.. . . .	1,748,199	1,551,784
<i>Spirits and Alcoholic Liquors, etc.—</i>		
Ale and beer.. . . .	175,653	58,141
Brandy.. . . .	202,990	82,118
Gin and schnapps.. . . .	137,755	63,604
Whisky.. . . .	1,220,389	1,040,015
Wine.. . . .	65,709	41,204
Essences, ethers, extracts, etc.. . . .	68,258	60,581
Perfumed.. . . .	56,981	35,879
<i>Tobacco and Preparations thereof—</i>		
Tobacco—		
Manufactured.. . . .	135,241	92,895
Unmanufactured.. . . .	829,159	424,982
Cigars.. . . .	90,355	84,530
Cigarettes.. . . .	59,348	48,833
<i>Animal Substances, not Foodstuffs—</i>		
Gelatine and glue.. . . .	76,742	75,826
Hides and skins.. . . .	329,270	400,115
<i>Vegetable Substances and Fibres—</i>		
Copra.. . . .	297,880	693,342
Cotton—		
Raw.. . . .	23,970	80,177
Waste.. . . .	62,425	78,920
Flax and hemp.. . . .	371,144	575,392
Grass straw, etc., for making hats.. . . .	79,729	153,531
Kapok.. . . .	103,101	136,118
Resin.. . . .	81,248	145,615
Seeds—		
Linseed and linseed meal.. . . .	165,111	274,864
Other.. . . .	83,382	105,885
Yarns, including hosiery yarns.. . . .	1,089,824	655,258
<i>Apparel, Textiles and Manufactured Fibres—</i>		
Hosiery and knitted apparel.. . . .	624,539	196,420
Men's and boys' clothing.. . . .	122,044	66,043
Blouses, skirts, etc.. . . .	256,799	211,298
Shirts, collars and ties.. . . .	187,955	201,957
Other apparel and attire.. . . .	561,170	504,968
Boots and shoes.. . . .	448,962	239,801
Buttons, buckles, etc.. . . .	202,381	156,552
Corsets.. . . .	335,056	354,484
Furs—		
Dressed or prepared.. . . .	33,385	77,263
Apparel and attire of.. . . .	98,060	20,357
Gloves.. . . .	271,298	310,662
Hats and caps.. . . .	321,806	254,536
Socks and stockings.. . . .	1,085,300	714,221
Trimmings.. . . .	473,592	471,681
Articles of furnishing, drapery, etc.. . . .	471,176	336,361
Carpets and carpeting.. . . .	448,038	381,716
Floorcloths and linoleums.. . . .	435,798	372,300
Piece-goods—		
Canvas and duck.. . . .	615,221	379,345
Cotton and linen.. . . .	6,301,653	6,515,818
Hessians.. . . .	445,301	463,880
Silk.. . . .	1,591,453	2,117,206
Velvets.. . . .	913,742	1,010,041
Woollen.. . . .	3,098,365	1,938,413
Other.. . . .	733,493	588,869
Sewing silks, cottons, etc.. . . .	640,214	652,079
Bags and sacks.. . . .	2,336,639	2,658,340
Cordage and twines—		
Metal.. . . .	108,596	69,072
Other.. . . .	215,852	216,851
<i>Oils, Fats and Waxes—</i>		
Benzine.. . . .	1,155,378	1,113,128
Benzoline, gasoline, etc.. . . .	341,106	266,234
Kerosene.. . . .	623,185	443,378
Lubricating (mineral).. . . .	356,611	462,574
Turpentine.. . . .	95,212	91,755
Waxes.. . . .	134,613	201,344

PRINCIPAL IMPORTS.—*Continued.*

<i>Paints and Varnishes—</i>	1916-17.	1917-18.
Colours, dry, dry whitelead, etc.	118,928	176,014
Ground in liquid, and prepared.	362,941	137,264
Varnishes.	75,170	39,726
Other.	67,979	38,927
<i>Manufactures of Metal, Machinery, etc.—</i>		
Britannia metal.	78,933	59,441
Silver, bar, ingot, etc.	679	96,379
Adding and computing machines.	52,885	50,238
Cream separators.	96,232	158,301
Engines, gas and oil.	110,960	100,269
Chaffcutters, corn shellers, ploughs, etc.	106,060	50,947
Harvesters.	142,042	81,900
Reapers and binders.	131,426	84,879
Other agricultural implements.	128,858	132,422
<i>Electrical—</i>		
Appliances.	471,804	318,375
Accumulators.	90,666	48,760
Machinery.	532,590	336,048
Cable and wire.	384,187	181,284
Mining machinery.	74,224	74,543
Motive power machinery (not electric).	247,779	177,279
Printing machines, etc.	52,207	65,367
Sewing machines, etc.	232,907	197,193
Typewriters.	96,865	93,782
Weighing machines.	43,456	34,763
Other machines and machinery.	948,479	691,957
Machine tools.	175,339	99,159
Axle and springs.	47,185	33,740
Bolts and nuts.	168,080	83,193
Brass pipes and tubes.	61,731	38,915
Copper, sheet and plate.	92,190	50,221
Cutlery.	287,158	248,760
<i>Iron and steel—</i>		
Bar, rod, etc.	1,045,251	340,884
Hoop.	93,248	87,620
Girders, beams, etc.	154,656	73,495
Corrugated, galvanized.	368,981	299,958
" not galvanized.	358,086	293,011
plain sheet.	317,706	201,543
Lamps and lamuware.	123,969	113,899
Incandescent mantles.	90,468	41,937
Locks.	33,717	34,718
Nails.	117,253	126,294
Pipes and piping, iron and steel.	624,147	352,884
Rails, fishplates, etc.	73,317	9,400
Telephones, switchboards, etc.	54,223	56,691
Tinned plates, plain.	1,330,636	786,503
Tools of trade (not machines).	518,910	378,157
<i>Wire—</i>		
Iron and steel.	323,308	469,924
Barbed.	8,753	16,056
Copper.	72,083	53,461
Other.	64,038	57,749
Other metal manufactures.	1,769,770	1,226,777
<i>Musical Instruments—</i>		
Pianos.	228,560	291,098
Gramophones, etc.	105,710	92,887
Other, and parts.	94,171	97,220
<i>Wood and Manufactures of Wood—</i>		
<i>Furniture.</i>	79,887	58,001
<i>Timber—</i>		
Dressed.	42,505	5,410
Undressed.	923,090	857,373
New Zealand white pine.	417,754	472,680
Other.	66,661	30,584
Hickory, undressed.	3,040	2,078
Lathes.	9,320	20,729
Logs and spars.	5,639	2,173
Pickets, undressed.	2,174	4,040
Shingles.	3,132	4,569
Staves.	3,875	3,776
<i>Wood manufactures—</i>		
Axe and tool handles.	33,258	21,800
Woodpulp.	53,459	39,266
Mouldings.	12,424	6,364
Other.	124,014	122,132
Wicker, bamboo, etc., and articles of.	38,982	46,660

PRINCIPAL IMPORTS.—*Continued.*

	1916-17.	1917-18.
<i>Earthenware, Cements, China, Glass and Stoneware—</i>		
Fire bricks.. . . .	18,916	9,638
Cement, Portland.. . . .	25,967	2,201
Chinaware, etc..	152,747	139,018
Earthenware.. . . .	224,498	162,121
Fireclay articles.. . . .	47,803	11,972
Glass.. . . .	332,428	211,194
Glassware.. . . .	264,064	211,994
Plaster of Paris.. . . .	12,295	3,216
Tiles.. . . .	28,045	17,581
<i>Paper and Stationery—</i>		
Paper—		
Bags.. . . .	15,281	5,462
Blotting and cartridge.. . . .	34,008	18,852
Millboard, greyboard, etc..	74,896	47,272
Paperhangings.. . . .	57,260	45,657
Printing.. . . .	1,910,941	1,074,002
Strawboard.. . . .	23,302	30,238
Wrapping of all kinds.. . . .	343,900	210,221
Writing and typing.. . . .	609,170	345,752
Other paper.. . . .	394,530	266,717
Stationery.. . . .	1,006,644	877,392
<i>Jewellery, Timepieces and Fancy Goods—</i>		
Fancy goods.. . . .	331,986	334,364
Jewellery and imitation jewellery.. . . .	154,403	126,563
Cameos and precious stones.. . . .	243,946	287,150
Clocks and parts thereof.. . . .	50,157	46,379
Watches and parts thereof.. . . .	217,575	149,491
Pipes, smoking.. . . .	128,253	121,485
<i>Drugs, Chemicals and Fertilizers—</i>		
Acids.. . . .	167,081	200,569
Bacteriological products.. . . .	18,097	15,990
Calcium, carbide of.. . . .	57,461	135,786
Cream of tartar.. . . .	190,531	286,013
Cyanide of potassium, etc.. . . .	141,418	118,129
Dyes.. . . .	112,449	182,583
Fertilizers, mostly phosphate.. . . .	585,306	478,113
Insecticides, etc.. . . .	86,717	73,287
Medicines.. . . .	391,708	297,859
Oils, essential.. . . .	69,525	90,800
Perfumery.. . . .	163,957	174,140
Potassium products.. . . .	11,532	34,006
Sodium products.. . . .	219,295	311,107
Sulphate of copper.. . . .	41,362	72,912
Sulphur (brimstone).. . . .	419,833	310,904
Other drugs and chemicals.. . . .	448,872	427,393
<i>Miscellaneous—</i>		
Arms, ammunition and explosives.. . . .	718,315	465,206
Bags and baskets.. . . .	228,623	131,423
Brushware.. . . .	160,521	132,494
Cameras and photographic material.. . . .	126,631	113,967
Cinematograph films.. . . .	273,986	292,030
Combs and shaving sets.. . . .	32,802	24,521
Gums, other than resin.. . . .	46,957	60,554
Matches.. . . .	82,379	206,125
Oilmen's stores (groceries, etc.).. . . .	141,117	73,474
Packings, asbestos and other.. . . .	46,454	34,677
Soap.. . . .	72,913	43,031
Surgical and dental appliances.. . . .	141,154	133,418
Vehicles—		
Bicycles, etc., and parts.. . . .	204,158	124,349
Motor cycles.. . . .	169,681	121,700
Motor car bodies.. . . .	273,556	216,564
“ chassis.. . . .	1,018,518	922,633
Perambulators, etc.. . . .	27,057	30,590
Other vehicles and parts.. . . .	375,320	247,125
Vessels (ships), imported.. . . .	2,278,243	6,362
<i>Foodstuffs of Animal Origin but Excluding Living Animals—</i>		
Butter.. . . .	5,301,273	4,904,417
“ substitutes.. . . .	94,903	84,868
Cheese.. . . .	419,628	350,791
Fish, dried or salted, etc.. . . .	42,928	61,302
Honey.. . . .	9,526	79,225

PRINCIPAL IMPORTS.—*Continued.**Foodstuffs of Animal Origin but Excluding Living Animals—Con.*

Meats—	1916-17	1917-18.
Bacon and ham	60,358	321,573
Beef	4,947,070	3,698,693
Lamb	538,249	166,670
Mutton	1,002,323	285,977
Pork	1,341	11,915
Poultry and game	6,681	6,476
Rabbits and hares	913,142	985,190
Other, preserved by cold process	198,840	189,635
Potted and concentrated	128,152	238,318
Canned	993,029	2,338,301
Sausage casings	65,429	67,136
Milk	531,976	1,025,895
<i>Foodstuffs of Vegetable Origin, and Salt—</i>		
Biscuits	129,660	380,827
Confectionery	25,873	60,450
Fodders, compressed	50,079	33,412
Fruits, dried—		
Currants	164,995	134,654
Raisins	166,315	114,442
Other	36,146	15,825
Fruits, fresh—		
Apples	96,090	9,980
Citrus	24,769	23,688
Other	18,896	12,141
Fruits, preserved in liquid	119,937	249,321
Pulped	12,612	5,853
Grain and pulse—		
Barley	52,891	64,703
Maize	11,001	29,069
Oats	97,879	53,809
Wheat	13,374,511	5,990,298
Bran, pollard, etc	46,422	49,563
Flour	3,463,363	4,419,185
Oatmeal, etc	7,313	46,662
Rice meal	12,188	14,599
Other prepared	5,728	84,089
Beans and peas	56,933	108,753
Hops	5,774	12,938
Jams and jellies	949,046	1,410,499
Pickles and sauces	3,918	25,027
Salt	30,356	86,990
Sugar	2,300	27,866
Vegetables—		
Dried	631	16,001
Onions	54,393	29,104
Potatoes	37,579	23,203
Other	1,878	4,142
<i>Spirits and Alcoholic Liquors including Spirits for Industrial Purposes and Pharmaceutical Preparations</i>		
<i>Dutiable as Spirits—</i>		
Ale and beer	37,595	45,103
Spirits	18,203	68,316
Wine—		
Sparkling	1,469	5,903
Other	101,272	87,383
<i>Live Animals—</i>		
Cattle	18,836	12,577
Horses	336,197	494,397
Sheep	32,824	24,889
Other	4,304	3,897
<i>Animal Substances (Mainly Unmanufactured) and Foodstuffs—</i>		
Bones	22,034	23,757
Glue, gelatine, etc	20,592	25,577
Glue, pieces and sinews	21,899	15,500
Hair	29,309	23,167
Hides and skins—		
Cattle	346,051	364,397
Rabbit and hare	441,491	1,157,210
Sheep with wool	1,000,135	732,030
“ without wool	152,807	95,369
Other	332,882	502,425
Hoofs and horns	11,285	21,656
Pearlshell	363,669	347,964

PRINCIPAL IMPORTS.—*Continued.*

<i>Animal Substances—Con.</i>	1916-17	1917-18.
Wool—		
Greasy.	21,892,125	16,917,870
Scoured and washed.	5,408,928	6,089,718
Tops.	1,204,570	1,510,799
<i>Vegetable Substances and Fibres—</i>		
Bark, tanning.	26,778	36,901
Fibres.	32,001	24,016
Sandalwood.	88,049	102,992
Seeds.	32,539	51,340
<i>Apparel, Textiles and Manufactured Fibres—</i>		
Boots and shoes.	59,259	142,418
Hats and caps.	3,798	19,298
Other apparel and textiles.	218,123	238,363
Manufactured fibres—		
Bags and sacks.	5,127	3,729
Cordage and twines.	44,578	104,680
<i>Oils, Fats and Waxes—</i>		
Glycerine, unrefined.	27,938	41,650
Greases.	3,278	3,669
Lard and refined fats.	56,126	56,292
Oils—		
Cocanut.	79,852	127,098
Tallow oil.	21,390	31,071
Other.	23,814	23,327
Eucalyptus. (<i>See Drugs, etc.</i>).		
Stearine.	75,153	76,724
Tallow, unrefined.	1,229,218	897,822
<i>Paints and varnishes</i>	6,933	62,977
<i>Stones and Minerals used Industrially—</i>		
Coal.	415,560	260,351
Coke.	52,254	54,666
<i>Metals, Unmanufactured and Ores—</i>		
Antimony and lead compounds.	18,048	2,509
Concentrates—		
Silver and silver lead.	30,867	—
Zinc.	1,084,508	351,318
Other.	8,456	15,371
Copper, ingots	4,251,702	115,253
Lead—		
Contained in matte.	637,256	393,089
Pig	3,512,787	2,819,392
Ores—		
Antimony	77,840	15,776
Bismuth.	12,364	15,115
Molybdenite.	80,680	72,523
Scheelite.	15,883	43,446
Tin.	226,931	28,385
Platinum, bars, strips, etc.	466	7,658
Silver—		
Bar, ingot, etc.	493,690	827,988
Contained in matte.	325,668	162,488
Tin, ingots	571,353	1,064,663
<i>Metals, Partly Manufactured—</i>		
Iron and steel, bar, rods, hoop, etc.	140,898	96,277
Metal, scrap.	37,220	7,364
Zinc, bar, block, etc.	39,514	11,005
Other.	50	9,583
<i>Machines and Machinery, and other Manufactures of Metal—</i>		
Agricultural implements—		
Harvesters.	5,486	5,020
Other.	14,866	19,313
Machinery—		
Mining	32,204	41,156
Other.	55,799	102,343
Metal manufactures—		
Lead sheet, etc.	25,663	42,906
Nails.	9,385	8,481
Pipes, etc.	13,117	12,522
Other.	106,503	301,626
<i>India-rubber, etc.; and Leather and Manufactures thereof; and Substitutes therefor—</i>		
India-rubber and manufactures.	128,242	182,468
Leather.	1,130,442	691,708
" manufactures, etc.	32,665	51,157

PRINCIPAL IMPORTS.—*Continued.*

	1916-17	1917-18.
<i>Wood and Wicker; Raw and Manufactured—</i>		
Furniture..	10,199	11,355
Timber—		
Undressed..	274,598	222,866
Other	9,206	7,495
Wood manufactures..	20,075	24,446
<i>Jewellery, Time-pieces and Fancy Goods—</i>		
Precious stones..	36,842	62,726
Other..	4,495	15,986
<i>Drugs and Chemicals—</i>		
Fertilizers—		
Ammonia, sulphate..	111,794	211,322
Bonedust	12,832	7,221
Rock phosphates..	8,464	9,810
Superphosphates..	105,492	179,691
Other..	21,984	14,766
Medicines..	33,254	53,636
Oils, eucalyptus..	60,311	77,219
Other drugs and chemicals..	82,244	179,233
<i>Miscellaneous—</i>		
Oilmen's stores (groceries, etc.)..	17,701	48,581
Soap	110,129	145,032

CANADIAN TRADE WITH AUSTRALIA, 1917-18.

It is gratifying to record that, despite the general decrease in imports from other countries during 1917-18, trade with Australia in goods of Canadian origin was not only well maintained but increased by £258,977 or \$1,258,628, and attained a higher level than in any preceding year. This is particularly encouraging in view of the difficulty experienced by Canadian manufacturers in procuring tonnage from both the eastern and western seaboard, which is known to have had a retarding effect on an otherwise much larger volume of business.

During the past year or two the Australian merchant has made no secret of his desire to trade in future more with his own kindred, which would appear to be reciprocated by his Canadian brother in also purchasing more largely of Australian products than at any time in the past. Eliminating exports of gold to the value of £6,000,000 in 1916-17, Australian exports to Canada in 1917-18 were as large again in comparison with that year and also reached a record level in the trade between the two countries.

Figures in relation to Australian imports of goods of Canadian origin, and the Australian exports to Canada, in recent years are as follows:

	Imports, from Canada.	Exports, from Canada.	Total Trade.
1912.....	£ 977,075	£ 161,595	£1,138,670
1913.....	964,826	169,193	1,134,019
1914-15..	1,235,452	388,562	1,624,014
1915-16..	1,527,023	721,448	2,248,471
1916-17..	1,408,091	6,392,579	7,800,670
1917-18..	1,667,068	785,130	2,452,198

AUSTRALIAN IMPORTS FROM CANADA, 1915-16 TO 1917-18.

The appended comparative statement of Australian imports from Canada, during the fiscal year under review, is submitted for the information of Canadian manufacturers and exporters:

	Value. 1915-16.	Value. 1916-17.	Value. 1917-18.
Cheese	£ 105	£ 146	
Fish, frozen	205	115	£ 2,396
“ preserved in tins	133,363	122,631	275,597
“ other	1,617	1,111	250
Sausage casings	1,831	212	1,061
Other animal foodstuffs	13,679	56	4,597
Fruits, fresh and dried	2,081	19,067	12,423
Cereals, unprepared	—	9	—
Oatmeal	3,399	601	—
Flour	2,732	7	—

AUSTRALIAN IMPORTS FROM CANADA, 1915-16 TO 1917-18.—*Continued.*

	Value. 1915-16.	Value. 1916-17.	Value. 1917-18.
Cereals, n.e.i.	1,403	92	61
Hops	52	.....	—
Other vegetable foodstuffs	6,325	1,369	363
Spirits, etc.	4,822	2,545	56,839
Animal, living	19	1,110	220
Apparel and attire	46,676	73,473	86,593
Boots and shoes	7,321	10,912	13,898
Piece-goods, cotton, etc.	1,304	642	257
Sewing silks, etc.	4,606	1,297	158
Other textiles	7,818	11,034	11,540
Oils, fats and waxes	4,564	4,799	5,637
Ores and metals	15,511	43,873	17,702
Agricultural implements	204,139	245,310	169,786
Engines	2,956	3,411	8,867
Printing machines	798	1,072	792
Other machinery	11,949	8,182	9,190
Metal manufactures	176,183	134,343	145,375
Rubber manufactures	67,006	39,227	18,350
Leather manufactures	408	794	7,829
Furniture	985	273	192
Timber	4,363	14,556	92,768
Wood manufactures	2,404	4,734	11,297
Printing paper	267,834	267,970	359,642
Stationery and paper, n.e.i.	30,186	34,553	71,805
Jewellery, etc.	2,155	7,502	10,130
Scientific instruments	601	332	3,414
Medicines and drugs	28,526	26,986	17,903
Arms and explosives	16,882	476	—
Musical instruments	4,262	8,740	11,619
Bicycles and parts	9,622	3,598	5,124
Vehicles, motor cars and parts	401,951	292,654	196,109
All other articles	34,379	18,277	37,284
Total imports, produce or manu- facture of Canada	£1,527,023	£1,408,091	£1,667,068

AUSTRALIAN EXPORTS TO CANADA.

The direct Australian exports to Canada are chiefly shipped by the Canadian-Australasian mail steamers—under contract with the Canadian Government—which load at Sydney for Victoria and Vancouver. Intermittent cargo steamers are also engaged in the Pacific coast trade. There are no direct shipments from Australia to eastern Canadian ports. In the figures for 1916-17 are gold and specie to the value of £6,000,000, thus making the exports of Australian merchandise to Canada £392,579 during that year.

The Australian exports to Canada are shown thus:

Articles.	1915-16. Value.	1916-17. Value.	1917-18. Value.
Foodstuff of animal origin—			
Butter . . . . .	.....	.....	£ 19,214
Meats	£ 2,994	£ 5,005	18,735
Other	2	4	2,334
Vegetable products	3,990	102,400	151,980
Spirits, etc.	8	86	11
Animal substances—			
Hides and skins	143,230	78,757	159,441
Wool	31,631	59,445	322,683
Other animal substances	21,972	24,518	19,608
Apparel, textiles, etc.	1,178	571	81
Oils, fats and waxes	2,604	25,933	49,052
Coal	2	.....	—
Metals, manufactured	162	510	826
Timber, undressed	321	3,796	6,504
All other articles	*513,354	†6,091,554	‡34,661
Total	£721,448	£6,392,579	£785,130

* Includes gold specie, £486,000; zinc concentrates, £24,408.

† " " " £6,000,000; zinc concentrates, £86,664.

‡ " tin ingots, £27,148.

TRADE NOTES FROM AUSTRALIA.

ACTING TRADE COMMISSIONER C. HARTLETT.

Standardization of Structural Steel in Australia.

Melbourne, Australia, July 8, 1919.—A conference which had for its object the standardization in Australia of structural steel sections has just concluded its work at Melbourne.

The conference was attended by representatives of the producers and users of structural steel, including public departments of the States and the Commonwealth, and engineering and architectural institutes throughout Australia. The object of the conference was to bring about changes in the sections to meet the conditions of manufacture in Australia, and also to endeavour to agree upon a reduction in the number of steel parts that users in Australia would demand from makers and thereby reduce the cost by eliminating those for which there is little demand.

It is stated that the result of the conference has been satisfactory, and that a series of structural shapes has been defined which will enable Australian manufacturers to meet practically the whole requirements of the Commonwealth. A certain number of sections is to be allocated to each steel-rolling mill, which they will manufacture exclusively and thus be ensured a quick turnover on their outlay and users a constant supply of standard sections.

Australian Wheat.

According to a statement made before Parliament by the Acting Prime Minister for the Commonwealth on June 26th, the amount of money involved in the sales of Australian wheat to the British Government during the war period was £30,333,000, the quantities concerned being 50,000 tons and 3,000,000 tons. The value of the wheat delivered to the British Government, it was also stated, was £24,657,000, and the amount advanced over and above the value of the wheat delivered was £5,676,000. It was further stated that the average cost per ton of Australian wheat landed in Great Britain during the war could not be given. Large f.o.b. sales had been made to the British Wheat Commission, whose expenses in removing the wheat to Great Britain were not known. No sales had been made conditionally upon Australia sharing in any ultimate profits made by the British Government. The difference between the Australian f.o.b. price and the English price was made up mainly in freight. Comparatively small factors were exchange, insurance and commission.

Since this statement was made a further sale of 1,000,000 tons of wheat to the British Government is reported, the price being 5s. 6d. (\$1.33) per bushel f.o.b. Australian ports. An option has also been secured by the British authorities over a further 500,000 tons at the same price, the option being declarable in September next. With the grain involved in the option the aggregate quantity of wheat taken will be in the close vicinity of 168,000,000 bushels or more than one-third of the wheat "pooled" in the Commonwealth in the four seasons during which the Government has controlled the market in Australia.

Disposition of Australian 1916-17 Wool Clip.

Tables relating to the disposition of the balance of the 1916-17 wool clip have been made public. The total value of this wool, greasy and scoured, was £23,134,430. Of this £1,746,035 was sent to Australian scouring firms to be scoured on account of the Imperial Government, and £1,012,848 worth was sent for scouring on account of the Russian Government. The quantity sold to wool top and woollen manufacturers in Australia represented a value of £979,773. Shipments to the United Kingdom totalled £15,963,770, and shipments to the United States of America, on account of the Imperial Government, totalled £1,143,690. Other purchases were: France £370,665, Italy £1,140,052, Canada £285,819, India £40,646, and Russia £16,302.

Royal Mint at Melbourne.

Some interesting details of the operations of the Victorian branch of the Royal Mint at Melbourne have recently been made available. The Mint was established in 1872 and, according to the latest returns, 37,300,120 ounces of gold have been received, the coinage value of which has been £146,628,219. Of the gold received 27,588,775 ounces were raised in Victoria, and the balance in New Zealand and Western Australia. The output has consisted of 134,813,500 sovereigns, 1,893,559 half sovereigns, and 2,606,206 ounces of gold bullion, the total value of coin and bullion being £146,632,904. The Melbourne mint has been coining silver as well as gold since 1916, and up to the end of last year the number of silver pieces coined was 31,484,806, of a total value of £1,842,150.

State Control of Fish Supplies.

For many years the high price of fresh fish in Melbourne has been the cause of much dissatisfaction amongst householders and other consumers who are practically deprived of its use.

In the report of the Royal Commission on Fisheries, recently presented to Parliament, the wasteful and unsystematic manner in which the industry is carried on is stressed and the establishment of a State department for the marketing of fish, to be conducted as a business concern, is recommended. It suggests that a Board should be constituted giving equal representation to the Government and fishermen, with an independent chairman, such board to fix annually the wholesale price which the Government will be prepared to pay for each variety of fish, delivered at a point to be agreed upon. It is also suggested that the Government should pledge itself to purchase all fish delivered in a satisfactory condition by the fishermen. A substantially increased demand, it is considered, could be met only by using deep sea resources, which at present are not utilized, and therefore, when necessary, a trawler or trawlers should be purchased and placed in commission. In order that the vital matter of distribution may be put on a proper basis, it is recommended that shops and street stands should be opened by the State for the retailing of fish, and that any municipality willing to undertake the distribution of fish should be allowed to do so. It is recommended that the wholesale fish market in Melbourne should be taken over by the State, together with the cool chambers connected therewith and other cool storage plants at various fish-producing centres and the erection by the State of cool storage at other centres now without it, is also suggested.

The State of New South Wales, where State trawlers are at work and the Government has abundant cool storage and a scheme of distribution in operation, is cited in the report as an example of how the demand for fish can be stimulated by the provision of a regular supply at reasonable prices.

Other recommendations of the commission include provision of special ice railway trucks for the carriage of fish; establishment of a biological laboratory; destruction of cormorants, reduction of numbers of seals on various coastal islands; stocking of waters with suitable fish; increase in the trade in eels; survey and restocking of oyster beds; utilization of by-products, and the restriction of netting.

TABLE CUTLERY WANTED IN FRANCE.

Mr. Philippe Roy, Commissioner General for Canada in Paris, France, writes that a firm of importers in Paris desires to be brought into communication with Canadian manufacturers of table cutlery such as knives, forks and spoons (large and small), in aluminium and in ordinary metal. Prices f.o.b. Canada. Cheapness is one of the particular points, but a higher class article can also be quoted. Catalogues, which are requested in duplicate, to be sent direct to Mr. Philippe Roy, Commissioner General for Canada, 17 and 19 Boulevard des Capucines, Paris, France.

COMMERCIAL NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Trade of New South Wales.

Sydney, July 7, 1919.—Within the last few years trade conditions in New South Wales have been subjected to many serious disturbances, but no period has been more severe than that of the last month. Influenza, which has visited all the other states in turn, made a serious attack on the population of this state, and although the cases might be classed as comparatively mild, fully one-half of the population was attacked. Consequently, many business places were working with half staff or less, and the banks were compelled to close their doors at midday, instead of 3 p.m., so as to cope with the work. Added to this the shipping strike, which has been in force for the last month, still holds sway and further accentuates the general disturbance of trade. However, influenza conditions recently began to show a marked improvement, and the prospects of a settlement of the strike at an early date also look bright. In the meantime many business houses have been content to keep their houses open and do the best they can with the material and employees available.

Utilization of Kelp.

It is claimed by some investigators in the Commonwealth that they have succeeded in manufacturing a new product from kelp. The moist precipitate can be pressed into any convenient form and then hardened by treatment with formalin. It turns perfectly in the lathe and takes a high polish. It is suitable for the manufacture of buttons and other small articles, and for insulators for electrical purposes. Large quantities of kelp are available round the coast of Australia, and on the coast of Tasmania it is particularly abundant.

Wheat Harvest, New South Wales, 1918-19.

The final estimate of the 1918-19 wheat harvest has just been issued by the Government Statistician.

The area harvested for grain was 2,410,530 acres, which includes 222,050 acres which failed entirely.

The production of grain amounted to 5,825,845 bags, equivalent to 17,832,910 bushels, or 7.4 bushels per acre.

The following statement shows the relative wheat harvests and yield per acre for the years 1914 to 1918:

1914-15..	12,830,530 bushels averaging	4.7 bushels per acre.
1915-16..	66,764,910 "	15.9 " "
1916-17..	36,598,000 "	9.6 " "
1917-18..	37,712,000 "	11.3 " "
1918-19..	17,832,910 "	7.4 " "

The total quantity of wheat now remaining in the Commonwealth that can be fairly regarded as f.a.q. is now estimated to be in the region of 110,000,000 bushels, say a little over 2,800,000 tons. Stocks in the State of New South Wales are getting much lower owing to the very large quantities that have recently been despatched, for shipping is now becoming more plentiful.

At this early stage it is almost impossible to forecast how the acreage planted this season will compare with that of last season, but it may be fairly assumed that owing to drought conditions, scarcity of labour, and the discouragements suffered by wheat farmers during the last few years, the acreage will not show any increase.

Cotton Growing in Australia.

Although it has been conclusively proved that cotton growing in some parts of New South Wales and Queensland has been extremely successful, the problem of cheap picking has not met with the same measure of success.

To overcome this difficulty the Commonwealth Department of Science and Industry is making tests of a machine actuated on the suction principle and has met with so much success that experiments on a larger scale are now being carried out.

Housing and Rents in New South Wales.

A recent commission, appointed to inquire into the above problems, reported that there was a shortage of at least 12,000 houses in Sydney and its suburbs alone.

Witnesses generally agreed that the most important factor in checking investment in building was the high price of materials. Notwithstanding that fair stocks of material are now held, prices do not show much inclination to depreciate. Later reports state there is a marked increase in the buildings being erected.

Shipbuilding in Sydney.

About twelve months before the declaration of the armistice the Commonwealth Government contracted with some Sydney ship-builders for the construction of eighteen wooden auxiliary vessels, the contract price for which was about £26 per ton.

These contracts have now been nearly all cancelled, and it is stated that the compensation paid amounted to £5 per ton.

Hydro-Electric Power.

The New South Wales State Government proposes to push ahead immediately with a scheme for the provision of power over large areas of country by means of hydro-electric generation.

Complete plans for two independent schemes have been prepared, the estimated cost of which is about £200,000.

Of this amount it is expected that £100,000 will be spent during the next twelve months.

Although there is ample supply of water power at various points throughout the State for hydro-electric power, it has not been availed of and all power is at present derived from coal.

When the plans and specifications of the intended schemes are ready they will be forwarded by this office for the information of Canadian manufacturers.

Japanese Shipping Expansion.

It has been announced that one of the Japanese shipping lines trading between Japan and Australia will include Rabaul, the recent capital of German New Guinea, in its itinerary. The vessels will call only on the way to Australia and omit the port on their return to the East.

Stock and Share Movements.

A list of fifty-two leading New South Wales companies was recently compiled with a view of comparing market values with those of twelve months ago. The comparison showed the values twelve months ago as being £34,798,000 as against £37,706,000 on the 30th June this year, or an advance of 8.5 per cent.

Wool Production of Australia.

As an illustration of the value of wool production to Australia the following particulars are of interest:—

In 1807 only 245 pounds of wool were shipped from Australia, while in 1917-18 the amount shipped was 310,301,979 pounds.

In addition there has been a remarkable increase in the price of wool. During 1914-15, 900,000 bales realized at the rate of £12, 15s 1d per bale, equal to £11,475,000. In 1915-16 800,000 bales at £14, 15s per bale, had brought £11,800,000; and in 1916-17, 844,000 bales, at £20, 10s per bale, brought £17,302,000. For the last clip (1917-18), 899,000 bales realized £19,331,000, an average of £21, 10s per bale.

The big flockmaster is to some extent disappearing. In 1891 the total was 13,000, whereas the total now is over 25,000.

Between November 1916 and May 1919, under the British Government acquisition scheme, the Appraisement Committee has assessed 4,917,000 bales, valued at £104,000,000, all of which has been paid for. In addition the sum of what is equal to an additional 10 per cent on the above total, known as "retention money," will be disbursed later on.

In view of the above figures there is no doubt that the pastoral industry was a great factor in keeping Australia going during the period of the war.

It is estimated that there are in Australia to-day 1,250,000 bales of wool awaiting shipment which are included in the above figures.

THE NEWFOUNDLAND SEALING SEASON, 1919.

TRADE COMMISSIONER W. B. NICHOLSON.

St. John's, July 22, 1919.—The sealing fleet consisted in March, 1919, of ten steamers, nine sailing from St. John's, and one, which operated in the Gulf of St. Lawrence, sailed from Channel.

The total number of seals obtained was 81,293, as compared with 151,431 in 1918, as follows:

	1919.	1918.
Young harps.	63,654	111,621
Old harps.	937	1,106
Bedlamers.	6,294	2,426
Young hoods.	6,065	20,614
Old hoods.	4,343	15,664
Total.	81,293	151,431

VALUE.

Only pelts and fat are of value, and the prices paid last spring were less than paid in 1918, as shown by the following comparative figures:

	1919.	1918.
Young seals, per cwt.	\$8 00	\$12 00
Bedlamers.	6 50	9 40
Old seals.	6 00	9 00

The voyage lasts from two to three weeks from the date of sailing, which is usually the 12th of March.

SPECIES OF SEAL.

The largest seals found in Newfoundland waters are those known as "square flippers", or square-toed flippers, and differ from all other species of seal taken on the Newfoundland coast. A male of this species, it is said, will weigh from 7 to 10 cwt., and when full in flesh 13 to 15 cwt., and will measure in length, from head to tail, 11 to 12 feet. They do not congregate with other seals and the number taken is very small.

The next largest seal is the hood, and is protected by a hood of skin which it inflates when attacked, which no stroke of gaff or hook can penetrate, and it is usually

killed by a stroke on the throat or side of the head. The skin and fat of the male weighs from $3\frac{1}{2}$ to 4 cwt., and when in full flesh, from 800 to 900 pounds. The length from tip to tail is from 6 to 8 feet.

The harp seal is the next in size to the hood. They whelp from the 5th to the 10th of March, while the whelping time of the "square flipper" is from the 10th to the 15th of March. Harp seals when whelped are called "white-coats"—their fur, or hair, being of a whitish-cream colour until, about sixteen days old, they begin to shed their hair. Their skin is then of less value. When twelve months old they are called "bedlamers".

The industry is not prosecuted on the Labrador coast by Newfoundland sealers.

BUSINESS CONDITIONS IN ARGENTINA.

The following is a continuation of the report of Messrs. Ernesto Tornquist and Co., the well-known Argentina bankers, the first part of which was published in the last issue of the *Weekly Bulletin*:

WOOL.

Due to the auction sales in the United States which indicated the interest existing for this commodity, as also to the fact that the United States Government withdrew the restrictions on the import of wool from South America, business was somewhat more animated during January last, second clip, fine and medium crossbred wools having secured the favour of the market.

The port strike, however, spoiled these favourable dispositions and the Central Produce Market, due to lack of storage room, had to be closed for some days, suspending thus for a short time all operations and leaving the position of the wool market unsettled.

During the last fortnight business at the Central Market was very active, the United States having come in resolutely for all kinds of wool: merinos, superior crossbreds, good average and inferior crossbreds of the province.

However, since a few days there seems to be a certain reserve in transactions which is ascribed to the state of uncertainty brought about by the labour situation.

England has inaugurated its purchases and France is operating on a small scale. The scarcity of freight continues to be one of the principal drawbacks in current transactions.

Prices are somewhat lower.

The present stock of wool at the Central Produce Market amounts to 23,000,000 kilos, and it appears rather difficult to liquidate the whole of it before the arrival of the next clip. The latter will commence in September and provided climatic conditions remain as favourable as they have been during the summer season, the quality of the next clip will be irreproachable.

The destination of the shipments corresponding to the entire wool seasons 1915-16, 1916-17 and 1917-18 and during the present season (from the 1st October, 1918, to the 30th April, 1919) have been as shown below (all figures in bales):

	Entire Wool Season. 1915-16.	Entire Wool Season. 1916-17.	Entire Wool Season. 1917-18.	From October 1 to April 30, 1919.
To United States	152,598	225,467	209,528	48,185
Italy	41,491	32,286	21,835	1,900
France	33,220	37,505	23,831	27,712
Spain	7,002	3,637	9,108	1,991
United Kingdom	31,894	33,988	6,226	203
Holland	11,697	7,517	150	3,597
Various countries	21,305	9,222	17,370	10,235
In all	299,207	349,622	288,051	93,823

MEAT.

According to a report recently presented to the Ministry of Agriculture by the Director of Rural Economy and Statistics, submitting statistics concerning the national and foreign meat exports, based on figures given by the International Institute of Rome, Argentina holds the first position in this branch of international trade.

The quantities of all classes of meat, beef, mutton, lamb, pig, etc., exported during the years 1913-17 are as follows (in metric tons):

	<i>Exports.</i>				
	1913.	1914.	1915.	1916.	1917.
Argentina	446,629	461,998	443,305	546,058	561,070
United States	220,567	207,514	572,240	578,467	675,029
Australia	216,880	.....	246,951	58,793	150,916
New Zealand	133,314	166,334	185,974	168,716	—
Uruguay	80,749	88,167	122,421	100,243	—
Other countries	46,765	50,415	123,510	205,132	248,285
Total	1,144,904	974,428	1,694,401	1,657,409	1,635,300

During the years 1915-17 the United States apparently rank first. It must be borne in mind, however, that the total figures of 1916, for instance, included an enormous quantity of pork from the United States—552,394 tons out of a total of 578,567 tons, or say 78 per cent.

The Argentine meat exports during the period 1913-17 were as follows (metric tons):

	1913.	1914.	1915.	1916.	1917.
Beef—					
Frozen, chilled and jerked.	370,139	371,345	362,952	428,619	394,857
Mutton and lamb, frozen...	45,928	58,688	35,040	51,318	39,820
Pork . . . . .	.....	353	915	1,512	1,661
Various—					
Tongues, canned, extract, etc.	30,562	31,612	44,398	64,609	124,732
Total	446,629	461,998	443,305	546,058	561,070

The same authority states in a further report that animals slaughtered during the year 1917 at the freezing and canning works engaged in the meat industry exclusively, represent a total gross weight of 762,449 tons, say:

	681,293 tons for export and:
	81,156 " home consumption.
Total . . .	762,449 tons, of which:
90.5% =	690,016 tons gross weight correspond to beef.
7.4% =	56,421 " " " " mutton or lamb
2.1% =	16,012 " " " " pork.
100%	762,449 tons.

Compared with 1913, the year immediately prior to the war, and the largest export year of beef, the cattle slaughtered in 1917 show an increase of 843,573 animals, that is:

2,161,725 bovine in 1917,	against
1,318,152 " 1913.	

So far as can be ascertained, there is no change in prices worth mentioning since our last report.

Shipments of frozen and chilled meat from Argentina and Uruguay during the years 1913 to 1918 have been:

	Carcasses of Frozen Sheep and Lambs.	Quarters of Frozen Beef.	Quarters of Chilled Beef.
1913..	2,515,900	1,527,700	3,006,600
1914..	2,844,700	1,962,700	3,397,600
1915..	2,246,500	4,457,500	1,308,100
1916..	2,164,600	5,718,200	932,500
1917..	1,609,200	5,334,800	669,600
1918..	1,699,800	6,876,400	21,300

BUTTER.

The export of butter during the first three months of the current year reached 7,157 tons against 4,705 tons for the same period of 1918; the figure for 1919 representing an increase of 26 per cent over that of the whole year 1916 (5,671 tons).

We stated in our last report that the whole of the Argentine production for the year 1919 had been contracted by the British Government. We are now able to give some concrete information as regards this contract.

Its duration practically goes from April 1 to December 31, 1919, and the prices are as follows:

1st class	butter—160s.—112	pounds, f.o.b.,	Buenos Aires.
2nd	“ —153s.—112	“ “	“
3rd	“ —145s.—112	“ “	“

the exchange on these operations having been fixed at par.

The advantageous conditions derived from the contract for local producers of butter have given new impulse to this industry, the prospects for this year being very bright.

GRAIN.

Owing to the fact that the proposed agreement with the Allies does not state the produce nor the quantities to be acquired, and the time of their purchase, the signing of the convention did not produce a favourable effect on the local grain market, already affected by the Port strike. Prices were irregular and this situation practically remains unchanged up to now.

According to all appearances the harvest, while not so abundant as last year, is as a whole considered to be satisfactory, but practically nothing has transpired as yet as regards the yields of the crop. This delay in obtaining reliable information about the definite results is undoubtedly due to the far-reaching effects of the Port unrest and the actual grain prices which for many agriculturists leave little or no margin of profit and compel them to keep their grain until better times come, preventing thus the appearing of the produce on the market.

It is not surprising therefore that discontent is spreading amongst the agricultural tenants of the cereal districts, suffering from the unsettled grain market, the pretensions of the landlords and the high cost of living.

In some parts activities were temporarily suspended, but thanks to the alleviating effect of the measures adopted consisting in the granting on the part of the "Banco de la Nacion Argentina" of credits to farmers requiring financial support, from \$ paper 1.20 to \$ paper 2.20 per 100 kilos of maize, according to quality, the situation now appears to have improved. It must, however, be borne in mind that the strange attitude followed by many landlords in refusing to meet, even half way, the demands of their tenants may be the source of possible new disturbances.

The frequent rains prevailing during the last months have done some damage to the wheat crop and also kept back the threshing of same, although in some zones of the country it resulted in a help to the farmers as it facilitated the ploughing for the new harvest.

PETROLEUM.

The selling prices of Comodoro Rivadavia oil have been reduced and are now as follows f.o.b. Buenos Aires:—

In cistern wagons, tank-carts, etc., provided by the purchasers..\$ paper.	80 00 per ton.
In iron drums belonging to the Petroleum Board.	“ 85 00 “

During the first three months of this year, the output of oil from the State wells at Comodoro Rivadavia, compared with that of the same period of last year, has been as shown below:

First three months of 1919—	50,700 cubic metres.
“ “ “ 1918—	47,500 “

TRADE ORGANIZATIONS AND COMBINATIONS IN THE UNITED KINGDOM.

*Prepared for the Committee on Trusts by JOHN HILTON (of the Garton Foundation).
Based upon evidence given and documents laid before the Committee on Trusts.**

SECTION IV.—THE ACHIEVEMENTS OF COMBINATIONS.

(A) BUYING.

CONTROL OF THE SOURCES OF RAW MATERIAL.

The method of securing adequate supplies of raw materials by “vertical” consolidation has already been mentioned, as also the occasional instances in which combines have acquired substantial interests in undertakings engaged in the production of materials, plant and stores used by the combine. An early instance of otherwise unconnected firms and interests collaborating under State auspices in the promotion of schemes for increasing the production of industrial material within British territories is that of the Imperial Cotton Growing Association; a later instance is to be seen in British Dyes, Ltd. The most noteworthy modern case of similar developments carried on by a single consolidated interest is to be seen in the great soap and allied products consolidation which is responsible for the organized development of large areas in various parts of the world for the production of oil-bearing seeds and nuts, but activities of a similar kind are by no means uncommon among the great British consolidations.

FOREIGN SUPPLIES.

Where an essential material of an important industry comes mainly or entirely from overseas, the question of the location and control of that source becomes a political as well as an economic consideration. The situation in the early months of the war taught all the belligerents that it is impolitic to remain dependent for essential materials on sources of supply situated in what may at any time be an enemy country, and that a temporary breakdown of supplies may occur even when the sources are in allied territory, should the undertaking have been under enemy control. If war should continue to be an ever-present possibility, the control of sources of industrial material will become more than ever before a political consideration. On economic and political grounds it has recently been recommended by the Committee on Industrial and Commercial Policy that an organization, co-operative in character, be formed among British iron and steel manufacturers for the purpose of securing supplies of suitable iron ore. It is suggested that this organization might ultimately become the owner of large deposits or gain absolute control of them in such a way as to secure continuous and uninterrupted supplies to the British manufacturer. It is further suggested that there should be established a powerful national organization,

* Sections I, II and III appeared in Bulletins 807, 808, and 809 respectively.

formed by a combination of the interests concerned, to secure supplies of non-ferrous metals. The Committee pronounce themselves of opinion that every encouragement should be given by the Government to the formation of combinations of manufacturers and others concerned to secure supplies of materials, and that, where it appears expedient that the control of mineral deposits in foreign countries should be obtained, a practical support should be given. Developments in this direction will hardly fail to be accomplished by a unification of interests and policy in respect of commercial matters generally.

MONOPOLY OF MATERIAL.

The control of raw materials by an association promoted specially for the purpose may and doubtless would be so constituted as not to shut the door on aspirants to the industry, but where the control is exercised by a powerful consolidation and covers a large proportion of the available supplies it increases the difficulty of independent capital and enterprise entering the industry.

ASSOCIATIONS HAMPERED BY STATUS.

Little has been done by Associations in this country in the way of centralized or concerted purchasing of materials. There are instances of the Executive or some other committee of an Association being empowered to buy and contract for supplies on behalf of each of its members, but it is complained that any considerable extension along these lines is hampered by reason of Associations being a Trade Union in the eyes of the law, and consequently debarred from entering into enforceable contracts. It would seem that attention is required to the question how trade associations in the United Kingdom are to develop this unquestionably beneficial side of their potentialities.

ECONOMIES IN BUYING BY CONSOLIDATIONS.

The economies effected by the unification of buying departments and staffs is not one of the major inducements to amalgamation, but it is a minor one of some consequence. More important is the greater efficiency of the buying. Purchases are made in gross instead of in detail, on better terms and with some reduction in transport charges. Again, the larger orders can be placed direct with the producer or first agent and the toll exacted by a number of middlemen can be avoided. Centralized buying also affords greater opportunity for comparison, selection, and elimination as regards the materials bought, and by standardizing materials larger orders are placed for one line and better terms secured on that account. Yet again, a large and substantial concern obtains easier credit terms and larger discounts than would be given to a smaller concern struggling against many competitors; and even where the concern is not so much an amalgamation as a financial inter-connection the resources of the larger unit can be placed at the disposal of smaller associated firms, by guaranteeing banking accounts and affording other facilities, for the improvement and expansion of their business.

(B) MANUFACTURING.

THE ADVANTAGES OF STANDARDIZATION.

Of all the means by which the cost of production can be lowered, none holds greater possibilities than the standardization of types, patterns and sizes in all such articles as are mechanically produced and lend themselves to repetition manufacture. The adoption by an industry of common standards for component parts of fittings, machines, and structures enables a maker of such parts to put through a straight run of ten thousand pieces where otherwise he might have to break the run a dozen times with a dozen re-settings and a dozen sets of specifications, drawings, jigs, and gauges.

Such standardization gives the machine-tool maker the opportunity of producing automatic machines specially adapted to one particular job; it is of advantage to the distributing trade in that it reduces the amount and variety of stock to be carried and it is a boon to the user in that the fittings of one maker are interchangeable with those of another.

STANDARDIZATION AND COMBINATION.

The resistance to standardization comes in part from the customer, who will not consider the advantage to himself and the maker alike of designing his apparatus or structure, so as to embody the largest number of stock parts, but must have each element slightly different from anything in common use; but it comes even more from the exclusiveness and near-sighted policy of manufacturers themselves. Combination, in the sense in which the word is here used, is not a necessary preliminary to agreement upon the adoption of common standards, as witness the excellent work done by the British Engineering Standards' Association, which has created and secured the adoption of standards among manufacturers uncombined as well as combined, but there can be no doubt that where a strong association exists, or where the bulk of the trade is in the hands of one dominant interest, the adoption of standards is much facilitated. The regularizing of specifications and designs is declared to have been one of the principal objects which led to the formation of associations among the constructional engineering, electrical, and cable-making concerns. In another important association of manufacturers making a line of articles of endless variety and pattern, where the standardization of parts has already been promoted to some extent, "a scheme is at present going forward for the standardization of all sizes and gauges throughout the industry so that one maker's parts will be interchangeable with those of all the other makers. This will prove a great convenience in the foreign trade, as one series of parts stocked abroad will serve for the products of all the makers, and even if the products of two different works get mixed at the other side, they can be assembled without trouble." The same association has another scheme afoot. "At the present time each works makes its own tools and dies, but we are endeavouring to set up a central toolshop which should make for the whole trade, so that the best up-to-date machinery can be installed, and the work can be done much better and cheaper than when split up among the separate establishments. Further, we shall then be able to secure that every tool, die, and gauge is of exactly the same size and pattern. This, along with the other intended standardizations of material, will be of great advantage to trade and public alike."

SPECIALIZATION.

If arrangements can be made among the manufacturers in a given branch of industry whereby, instead of every firm covering the whole ground, each devotes itself to one particular section, great economies and improvements in production will result, for in that case each can instal specialized equipment for its particular line and for that only, each acquires specialized experience and skill, and each can have longer runs on one class of work. Free competition, while making for specialization of this kind up to a point, has in practice failed to secure its progress beyond that point even when great economic advantage was on the side of further developments.

SPECIALIZATION AND COMBINES.

It has been the foreknowledge of the gains to be secured from these further developments of specialization that has inspired, perhaps more than anything else, the formation of the great combines in the textile and other industries. The degree to which the prospective gains have been there realized are indicated in the following passages taken from the statements furnished by four large Combines:—

"Soon after the formation of the combine the managing directors decided to concentrate different classes of work in separate works, and with this object in view large sums were spent in reconstructing different works. Prior to the formation of the combine many different classes

of business were carried on in the same premises with the result that on much of the work that was done no profit was made. In those days a man who might do a bulk trade in certain classes of work sometimes had to take small quantities of work for which he was not altogether fitted owing to the merchants insisting upon him doing so, with the result that excessive expense was incurred in changing apparatus and running through small lots. The combine has gradually sectionized work until, as a rule, only two works within the combine do the same class of trade. It would probably be more economical to have only one works for each class, but it was recognized that it would facilitate smooth working with the merchants if they had an alternative to go to should they be dissatisfied with the work or have some difficulty with the manager of any particular works, and in practice this system has been found to work very well. The result, of course, is that each works has a longer run of one class of material with the less use of wares and greater rapidity of output."

"It stands to reason that if a works can be kept continuously to one class of work the output must be far greater than if a number of different classes of work were done there, and that, consequently, the cost of production of the one class will be much less than what it would have been had that particular class been included along with a number of other classes at the same works."

"There is no pooling of orders in the ordinary sense of the term within the combine, as each works has its own travellers who call upon the merchants soliciting orders. If a merchant asks a traveller to arrange for goods which the works he represents do not undertake he informs the merchant which works could do it and is expected to advise the traveller of such works to call upon the merchant."

"The advantages of specialization are secured by the avoidance of overlapping in styles produced at our various mills with the consequent result that longer runs were obtained of the particular patterns produced and the cost of manufacture thereof correspondingly decreased. It was also possible to concentrate the production of specialties where only a limited demand was required and thus save dispersion of effort. Being a fancy trade the company was able to allocate the class of work according to the suitability of the works under their control and to specialize at any one mill with regard to any specific product."

SPECIALIZATION AND ASSOCIATIONS.

Specialization is carried out much more easily where all the firms in a trade are working as one financial unit, and the records of measures taken by associations are scanty. It is, however, fairly common for members of associations whose orders in some lines are small to arrange for some other member who specializes on that line to manufacture for them or to take over that part of their trade on agreed terms, and there are some cases of small firms ceasing manufacturing altogether and becoming virtually agents, all their orders being executed with products obtained from other members. There is also at least one instance (in the machine-tool industry) of an association being founded for the specific purpose of enabling each firm to concentrate on one narrow range of specialties. But these are rare instances. Taking the whole range of trade associations in the United Kingdom, it may be said that very little has been done as yet in the way of either standardization or specialization, and a wide field offers for progress along these lines in the future.

LIMITING FACTORS.

Both standardization and specialization have their dangers. If adopted prematurely or carried to excess, they may prove an obstacle to improvement and exert a narrowing influence on the minds and lives of those engaged in the industry. But in most industries there is a long way yet to go before any such stage is reached, and, provided standards are periodically thrown open to revision and specialized branches are kept in intimate association with other branches, the dangers can be permanently avoided.

PLANT.

In all industrial undertakings the erection and laying out of the factory or works should be planned so as to secure that the premises are constructed in the most efficient manner for obtaining the maximum of output with the greatest economy, and experience shows that the combine or consolidation can yield considerable advantages in this respect. One powerful amalgamation has a central Expert Department, to which all proposals for the extension of, or alteration to, any of their works or those of the Associated Companies, are referred for consideration and advice. This Department has special knowledge of the various processes involved in the manufacture of the

various commodities sold by the different companies and it also has the advantage of the views of the management of all the companies, so that it is able to put forward a scheme which will embody the latest and most up-to-date construction. The same considerations also apply with regard to the erection of plant and machinery, all questions relating to these matters being referred to a central Engineering Department. It has been found possible, by means of standardization of buildings and plant, greatly to increase the output of associated companies, and thereby reduce the cost of production.

BY-PRODUCTS.

A group of manufacturing firms is also in a much better position for dealing with by-products arising during the course of manufacture, as such by-products can be collected for treatment at one or more works, whereas the small quantity of by-product of a single manufacturer, coupled with the expense of the necessary plant, may prevent the manufacturer from dealing with the article on a commercial basis.

EQUAL DISTRIBUTION OF WORK.

One frequently recurring accompaniment of competitive industry is the unequal distribution of work among the firms that compose the industry, leading to the firms in one centre working overtime while those in another are on short time. In the combine or consolidation the prevention of this condition of affairs is a part of the daily routine. It is less easy for an association to provide effectually against unequal distribution of work, unless there is a close community of financial interest among the members, but there is testimony to the effect that in the case of associations working on a pooling arrangement the tendency is for the majority of the members to have at all times a proportionate part of the trade with a minimum of short time and overtime.

EFFECT ON QUALITY.

One noteworthy effort of suppressing competition in price is to bring competition in quality into relief. It is regrettable but true that where the public, in choosing between the goods of rival manufacturers, has to take both price and quality into account, difference in price is apt to sway the choice more than difference in quality, the reason being that price comparisons are more simple than those of quality. Once price differences are eliminated, the customer is left to make his choice on the sole ground of quality, and the competition of the associated manufacturers for his custom becomes quality competition. The way in which this factor works out in one association is related as follows:—

"If the standard specification and the minimum selling price be considered together, the effect on the maintenance of quality will be seen. The association publishes a standard specification for every staple type of product, a specification providing for a reliable and creditable article. There is no compulsion on any member of the association to manufacture to that specification, but if he turns out an inferior article he is not allowed to sell it at less than the standard price, consequently, since the standard specification is well known throughout the distributing trade, if he does not work up to it he cannot sell his goods. Taking these arrangements all together it can be seen that there is no inducement to turn out rubbish but every inducement to turn out a sound article, and, in fact, quality has been so standardized in this way that at present practically all makers, whether in or out of the association, work to the standard specification.

(C) SELLING.

TRANSPORT ECONOMIES.

One considerable economy open to firms in combination is that of arranging that orders shall be executed by the firm nearest the customer. Cases are quoted of firms in the Midlands, prior to the organization of the industry, regularly delivering goods to Glasgow, while a firm in Glasgow was delivering precisely the same goods into the Midlands. Combines and consolidations are in a position to prevent this particular

form of waste, and, where the product is a staple or standardized article, have done so to a considerable extent. The influence of associations in this connection is less clear. An association that does no more than fix a schedule of uniform prices for delivery at customer's works must make it immaterial to a customer in Birmingham whether he places his order with a Birmingham firm or a Glasgow firm. The incentive to buy near home is destroyed. Many associations, however, have understandings, if not arrangements, for the demarcation of territories. In one such case the English and Scottish groups in an association have a general understanding that "each shall respect the other's home districts and deliver at equal prices into certain intermediate areas." When a number of firms form themselves into an association "poaching" comes to be considered bad form.

THE CENTRAL SELLING AGENCY.

Reference has already been made to the one important example in the United Kingdom of financially independent firms marketing their goods through the medium of a joint selling agency. In that case the arrangement developed into amalgamation of the original concerns, and though the Agency still handles the sales of two independent firms, their goods are not to any large extent in competition with those of the dominant concern by which the Agency is run. Thus there is at present no counterpart in Great Britain of the German Kartell, with its central agency marketing the goods of the financially independent but associated members. As already described, combines and consolidations employ the principle of centralized selling more or less, according to the nature of the industry, but associations have, with few exceptions, left the members free to seek and execute their own orders independently of the rest. A good deal of discussion is, however, being given to the question of creating a central selling agency among the members of some associations, and in a few cases tentative steps are being taken in that direction. The project is principally considered in reference to foreign trade, and the issue resolves itself mainly into whether the present merchant system is the most effective agency for promoting sales abroad that could be devised. It is felt that in practice a central selling agency would supplant all merchants, and though it is recognized that there are many useless and parasitic merchants, whose establishments are a desk and a chair, and who never see the goods they handle, the bulk of the trade is done by well-established and useful merchants, carrying large stocks, whose profits are considered to be not disproportionate to the services they render. The question is one to be decided by the firms and associations themselves. Meanwhile, it may be noted that the Committee on the Iron and Steel trades have recently made proposals of a still more ambitious nature. They recommend that "a national selling organization be formed for the purpose of marketing British iron and steel products in an efficient and economical manner. This organization should comprise a central body with separate sections, each dealing with the products controlled by existing associations."

DETERMINING FACTORS IN CENTRAL SELLING.

The factors entering into the question of centralized versus individual selling as applied to the operations of combines are well set out in the following statement by the head of one of the principal combines in the Textile industry:—

"If the articles produced at each works are identical, or differ only in qualities dependent upon mechanical or chemical science, then great economies can be effected in this respect. It is difficult to generalize on this point, so much depends upon the commodity sold—whether it is sold direct to a retail or wholesale customer, whether it is what can be described as a luxury, whether the material in the semi-manufactured state belongs to the seller or to the buyer, whether the cost of the article sold depends on the degree of mechanical skill, or whether its value depends upon something much

less tangible, namely, the changeable taste of the public. If all the works in a combine are producing the same article made from raw or partially manufactured material owned by the seller, sold direct to the retailer and advertised to the public, large saving can be effected; but a change in any one of these conditions renders the saving more difficult, and if they are not present, the saving becomes problematical, or at the best is very slow."

AGENTS OR REPRESENTATIVES ABROAD.

The advantages of direct representation abroad, which is open only to a substantial concern, as compared with sale through commission merchants or general agents through whom the small manufacturer has to work, have been stated as follows:—

"Careful study of the markets, their requirements and demands, is essential, and here lies one great advantage of amalgamation, as small firms cannot afford to have sole representatives in each market, and therefore must depend on agents or merchants advising them as to the value and suitability of their products. An agent may be acting for firms representing many different trades, and know little about any one of them. A commission merchant is chiefly interested in securing business for the trades which give him the best return, and withholds the information he obtains as much as possible, using it often in a way which will push the products of the weakest seller. To some markets the manufacturer is also the shipper, to others the manufacturer sells through commission merchants. A combine can at once derive benefit by direct and sole representatives, as it can afford to send out men from its own staff and so gain knowledge at first hand of the requirements of the markets."

The advantages of large consolidations and combines over smaller manufacturers, whether acting individually or in concert, in the matter of export business is well exemplified in the two following extracts:—

"Our trade covers markets in every part of the world, differing in climate, language, coinage, purchasing power of the population, popular taste, and so on. It follows, therefore, that the manufacturer requires to be served by highly trained, educated men, who have made a special study of their subject. We have established an extensive Expert Selling and Advertising Organization through which they have been able to obtain exact information as to the peculiarities and requirements of each market abroad. This organization has been placed at the disposal of the manufacturers associated with us, and the result has been that British goods have been exported to outlying districts in various parts of the world at prices within the purchasing power of the various populations who are themselves better served than if each individual firm were trying to do the trade direct, with all its difficulties and expense. By means of the economies effected by association and with the advantage of the organization already built up, the associated companies have been able to increase largely their export trade. The value, therefore, from a national point of view of the extension of this organization to the associated businesses will be obvious, as by this Export trade is obtained the ideal of exchange of British manufactured products for the imported raw materials used in their manufacture. There is also the advantage that the Association companies can show their samples in the various branches and salesrooms that have been established abroad by us, whilst their interests in regard to trade marks and custom house, shipping and banking requirements can be protected by the one organization."

"A central export department with specially trained staff has been set up, direct representatives are sent to overseas markets, attempts are made to study the markets of the world on a large scale and direct touch is endeavoured to be obtained with all avenues of trade opened up by the Chamber of Commerce, the Board of Trade, the Overseas and other associations, selection of suitable samples for each market are made from the combined productions of the company instead of reckless general and oft-time resultless sampling of every mill's productions regardless of the needs of the particular market involved."

COLLECTIVE ADVERTISING.

Where competition among manufacturers has given place to combination, there is no longer excuse for competitive advertising, and publicity expenditure can be more usefully directed to the object of keeping the product itself before the notice of the prospective customer, or at least of booming the product of the particular group as against that of rival groups. This is of especial moment in the foreign trade, and some progress has been made by associations and by publicity bureaus supported by particular industries towards proclaiming the superiority of the British as against the foreign article. In many branches of industry, again, the most fruitful kind of publicity is that directed to informing the customer as to ways of using the commodity. This can be done to some extent by individual firms, but better by firms in combination.

(D) KNOWLEDGE.

INTERCHANGE OF DATA AND EXPERIENCE.

In combines and consolidations knowledge as to the best practice in the various branches is available for all the branches. Associations have as yet gone but a little way towards securing a similar free interchange of information among the members, but regular meetings, often accompanied by a lunch or dinner, of those who would otherwise be jealous competitors conduce to a friendly atmosphere in which exchange of views upon all matters concerning the trade take place. Naturally, information as to economical methods and processes is thrown into the common stock much more readily where there is some community of financial interest such as that afforded by a pooling system. Where there is an association it appears to be much more common for manufacturers to visit each other's works.

THE STANDARDIZATION AND INTERCHANGE OF COSTINGS.

Many of the unpleasant features of the competitive system are to be attributed not so much to inherent weaknesses as to the fact that most manufacturers have had no precise knowledge of what any particular article costs to produce. Consequently they have been dragged at the tail of something called "current price," and have stood out for more or taken less for this or that article without knowing whether they were losing or gaining on the order. The result has been to place industry at the mercy of bluff and chance, and the industrial death-rate has been high. Apart from any question of combination, the standard of practice in this respect was improving, but the improvement has been much accelerated in those branches of industry that have coalesced into combines or consolidations, for in a large concern accurate costing is a condition of existence. Moreover, in such concerns it is necessary that costings at all the branches shall be made on a uniform basis, and when that is achieved comparisons are easy and it is possible to see at a glance from the costing sheets where costs are excessive, while the lowest costs recorded give a standard to which the whole can be brought. It is open to the smallest manufacturer to institute an accurate costing system, but without combination the advantages of comparison cannot be secured. The more advanced and progressive associations have already done a good deal in the way of introducing standardized costing systems among their members, and steps have been taken in some cases, if not for the general circulation of detailed costs in the various works, at any rate for the circulation of attainable costs calculated on the average of several of the more efficient firms. With this schedule at his disposal the less efficient manufacturer can compare his own costs item by item with those given, and see just where his methods are at fault. But as regards the vast majority of associations the improvement of the general level of knowledge and efficiency either by standardization or interchange of costing has not yet been attempted.

SCIENTIFIC AND TECHNICAL RESEARCH.

More and more industry is coming to wait upon scientific research and technical experiment requiring expenditure on a scale far beyond the means of any except the largest and wealthiest firms. To such industries combination in some form is essential if British products are to hold their own in world trade. Many of the large combines and consolidations have their extensive laboratories and experiment workshops, one British firm being known to spend £20,000 a year under this head. Research on such a scale is far beyond the range of any trade association thus far organized or conceived, but the Department of Scientific and Industrial Research, working in conjunction with the professional institutes and the university laboratories, will enable independent firms to collaborate in prompting research, the results of which can be placed at the disposal of the whole industry.

COLLECTION AND DISTRIBUTION OF STATISTICAL INFORMATION.

It is essential to the efficient and stable conduct of an industry that some central bureau shall be charged with the duty of following the course and prospects of the trade generally, and keeping the component firms of the industry informed of its broad features. A service of this kind can be co-operatively conducted apart from any combination for the regulation of the trade, but where there is such combination particulars of trade done and orders in hand are more readily obtainable, and the information circulated is consequently of greater value.

[Section V will appear in the next issue of the *Weekly Bulletin*.]

OPTICAL COMPANY FORMED IN MONTREAL.

The Gowlland Optical Company, Limited, has been formed in Montreal with a capital of \$1,000,000. They are the sole proprietors of the Gowlland and Multifocal spectacle lens, on which and its process 47 patents are held.

EXPORT LICENSES FROM CZECHO-SLOVAKIA.

(*Board of Trade Journal*.)

The following announcement has been made by the Czecho-Slovak Ministry of Finance:

The export licenses for goods to be exported from Czecho-Slovakia to all destinations will be granted by the Komise pro dovoz a vyvoz v Praze (the Import and Export Commission, Prague), subject to the condition that payments for such goods have been made through the Cesko-Slovenska devisa ustredna v Praze (Czecho-Slovak Clearing Bank, Prague).

THE EMBARGO ON THE IMPORTATION OF APPLES INTO AUSTRALIA.

Mr. C. Hartlett, Assistant to the Canadian Trade Commissioner in Melbourne, Australia, writes on June 24 that he is informed by the Department of Trade and Customs that, owing to the large stocks of apples held by native growers, the embargo on the importation of apples into Australia is to be continued for the present, but that the position will be brought under careful review in September.

THE PORT OF MONTEVIDEO.

Montevideo, the capital of the Republic of Uruguay, is situated on the north shore of the Rio de la Plata, 65 miles east of Buenos Aires (population 178,000). It is built on a peninsula running west from the mainland and including the bay forming the harbour. The climate is pleasant, and the public services of the city are excellent. The depth of the water in the harbour, 525 feet; in the outer roads vessels can anchor with safety. The chief industry is meat packing; weaving and flour milling are of some importance. The imports include cotton and woollen fabrics, hardwares, boots and shoes, wine, tin, rice, salt, beer and ale, coals and silks. Over 90 per cent of the imports and 70 per cent of the exports pass through Montevideo. The railways of Uruguay centre on the city, and from it lead north, northeast and northwest.

The illustration on the front page of this week's number of the *Weekly Bulletin* gives a view of the port.

MERGER OF BRITISH GAS-STOVE COMPANIES.

Trade Commissioner H. G. Brock, London, in United States Commerce Reports.

The London *Times*, of June 13, publishes the announcement that a scheme has now matured for effecting a union of interests between John Wright & Eagle Range (Ltd.), of Birmingham; the Richmond Gas Stove & Meter Co. (Ltd.), of Warrington and London; and the Davis Gas Stove Co. (Ltd.), of London and Luton. For this purpose a new company has been registered under the title of "Radiation, Ltd." with a nominal share capital of \$13,750,000. When the union of interests is completed the issued capital of the new company will be \$6,883,065, and the fusion will take the form of an exchange by the individual shareholders of their ordinary shares for preference and ordinary shares in the new company.

MERITS OF RUBBER SEED FOR OIL AND CATTLE FOOD.

(Consul General Edwin N. Gunsaulus, Singapore, Straits Settlements, in United States Commerce Reports.)

There has been considerable discussion during the past year or two concerning the utilization of Para rubber seed for oil, and it is stated that already exhaustive experiments have been made along this line. It is cited that in one instance oil from rubber seed was sold at about \$250 a ton at a time when the price for linseed oil stood at \$300. Experts are of the opinion that this oil could probably be successfully used in the manufacture of paints and varnishes, linoleums, soft soap, rubber substitutes, etc.

In addition to the use of rubber seed for the purposes above mentioned it is stated that experiments conducted in this country have clearly shown that a feeding cake for cattle and other stock, favourably comparing with linseed and other oil cake, can be produced from the residue of the Para rubber seed, after the oil is extracted, thus affording an opportunity for the development of a profitable industry in connection with oil extraction.

In British Malaya alone it is said that there were last year nearly 2,000,000 acres in possession of rubber estates. Of this area over 1,000,000 acres were planted, and no less than 633,000 acres were producing rubber. The quantity of seeds thrown off each year by the trees is estimated at over 300 pounds to the acre; nevertheless, though these seeds contain valuable constituents of oil and meal, no attempt has been made to preserve them for the world's markets. The seeds fall to the ground and are left to rot, and what might be turned into a rich and important industry is neglected.

PRESENT TRADE OPPORTUNITIES IN EGYPT.

(United States Commerce Reports.)

American commercial houses which are planning to build up a business in Egypt must bear in mind from the start that the permanent European population in Egypt amounts to only about 146,000. According to the latest figures available, about 60,000 of these are Levantines whose wants are more like those of the oriental than the European. For this reason the demand for those classes of articles which are usually sold in Europe and America is necessarily limited.

There are in Egypt quite a number of wealthy merchants and landholders and a still larger number of persons in relatively comfortable circumstances, but the bulk of the people is made up of the so-called fellahin, who are miserably poor, living in adobe huts, wearing only the cheapest cotton and woollen clothing, and whose only possessions consist of copper and earthenware cooking utensils. It is possible that a market might be opened for cheap aluminum and enamel-ware cooking and table utensils, but these would have to be made in the shapes with which the natives are familiar. It will be necessary, therefore, to look to the middle and upper classes to buy the goods which the American manufacturers wish to export.

SPECIAL TYPES OF PUMPS IN DEMAND.

As is well known, agriculture in Egypt is almost entirely the result of irrigation. The water is lifted to the fields from the Nile river and from a widespread net of canals by means of pumps, which are mostly of two classes. The "shadoof" is a primitive form of our ancient well sweeps and consists of a bucket on the end of a pole, which is raised and lowered by a man. The "sakkieh" consists of a string of buckets passing along an axle which is turned by animals, usually cattle or donkeys. Both of these methods are primitive, exhausting, and consequently exceedingly expensive. The more common "shadoof" demands monotonous and unremitting toil.

A number of persons who have studied conditions in Egypt carefully believe that there is a good opportunity there for pumps of various kinds, provided they are made cheap enough to be within the means of the people. The average lift varies from 15 to 30 feet, according to the height of the water in the river and canals. This lift is sometimes accomplished by a chain of primitive pumps, each of which discharges in a basin from which the water is raised by the succeeding pump. In some cases it would be possible to use the ordinary pitcher pump, with a pipe attachment. In other cases, the lift is so great as to require some form of force pump operated by hand. It seems probable, also, that some form of pump with an inclosed chain of buckets could be devised to be operated by cattle. One of the greatest difficulties in using these pumps is the large amount of mud and silt which is always held in solution in the water. It is unlikely that any of the present varieties of pumps could be used without modification, but the matter is worthy of study.

The lower classes are extremely conservative in their habits and have very little money for purchasing agricultural implements, but with cheap pumps of this kind it seems probable that, with skilful marketing methods, the sale might be considerably extended.

There have been from time to time in operation on the larger estates centrifugal pumps using either coal, kerosene, or fuel oil for motive power. These have been very successful, but the cost has prevented their wide use. There is apparently a field for cheap pumps to be run by oil or gasoline motors, as well as by hand. Any persons who contemplate making pumps for the Egyptian market would have to bear in mind

that they must be made of the strongest material and simplest construction in order to stand misuse and neglect. The idea of producing these pumps is the more worthy of study because they could, in all probability, be used successfully in other parts of the East, such as Asia Minor, Syria, Mesopotamia, India, and China.

MARKET CONDITIONS IN IMPLEMENT TRADE.

In Egypt the workers cling to the most primitive of ploughs and spades, which are inefficient and waste the labour of man and beast. A few agricultural machines, mostly of English make, have been introduced from time to time, but their use has not made much progress. It has been stated that the only way to introduce agricultural implements into Egypt would be to give demonstrations of them in the different villages. There is very little hope that the dealers or jobbers who handle these implements will themselves take the pains or bear the expense of such demonstrations.

Egypt has a rather heavy, alluvial soil, practically free from stones, roots, or stumps. During the summer, however, the mud bakes extremely hard, so that it is difficult to break it up except with the heaviest utensils. For this reason agricultural work is carried on almost exclusively either soon after floods or when the fields are more or less moist from irrigation. Deep ploughing is getting to be more important for Egypt, as the present "basin" system of irrigation, which has replaced the "flood" system, causes the silt which formerly fertilized the whole country to be deposited in the bottoms of the reservoirs, from which it is often finally washed out to sea. Hence the land is greatly impoverished. Much difficulty is also experienced from the efflorescence of various alkaline salts.

It can be seen that there is an excellent field for certain classes of agricultural implements, provided the people can be taught to use them. They must be made smaller and lighter than our American tools, owing to the slight physique of the natives. Labour is so cheap in Egypt that there is very little use for labour-saving devices, such as cotton-picking machines—although cotton forms one of the main export crops of Egypt.

LIMITED POSSIBILITIES FOR BUILDING MATERIALS AND SANITARY APPLIANCES.

It seems possible that there may be a market for galvanized roofing and for the various prepared roofings which have burlap or felt as a base; but those made with asphaltum have not as a rule proved satisfactory under the heat of the intense Egyptian sun.

There has been some discussion whether there might be a market among the wealthier people for some of the typical American conveniences, such as bathtubs, washbowls, portable electric and acetylene lighting plants, and similar articles. As Egypt is entirely destitute of sewage systems and the people are wedded to their ancient customs, such conveniences would not be required except by the increasing class which has been given a European education. There is a growing demand among the Egyptians, however, for small hardware, such as cheap watches, clocks, knives, tableware, nails, screws, hinges, etc.

GOOD MARKET FOR CHEMICALS AND TOILET PREPARATIONS.

One of the possible opportunities for American trade in Egypt is in chemicals, drugs, perfumery, soap, etc., which Egypt imported to the value of over \$4,000,000 in the year 1916. The more comfortable classes in Egypt are large consumers of perfumery and there is a certain demand for cheap soap. There is also a possible demand for dyes and chemicals, as considerable amounts of cotton, wool, and silk are dyed in Egypt in patterns suited to the native tastes and requirements.

The demand for smoked and preserved meats of various kinds is steadily increasing and it seems probable that American meat products would find a sale if properly advertised. There are certain opportunities for wrapping and printing paper, and for paints and colours, especially the cheaper grades.

Any manufacturer who intends to build up a trade in Egypt should make a careful study of the country and of the manners and customs of the inhabitants, since the requirements are very different from those of Latin America and even from those of Japan and China. The fact that the country is almost entirely agricultural, that a relatively small part of the population lives in cities and towns, and that there are practically no manufacturers, limits not only the wants, but the buying power of the people. It is necessary, therefore, to figure that, at present at least, the main opportunities for American trade in Egypt will consist in a considerable volume of extremely cheap goods, such as can be produced to advantage in standard patterns on a large scale by automatic machinery. It would be almost useless to attempt to compete in the finer grades, which require a considerable amount of skilled labour, owing to the nearness of the European factories, and the fact that the manufacturers of these countries understand the Egyptian trade and have long been accustomed to supply it.

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ARTICLES NEEDED IN HOLLAND.

United States Commerce Reports.

There is a demand for the following articles at the present time in Holland:

In the machinery line there is needed machines for coal mining, food preservation (such as drying apparatus for potatoes and other vegetables), machinery for textile industries and for sugar-refining plants, and also locomotives. Standard electrical goods are also in demand. There is need of lighting installations, telephone material, accumulators, and benzine motors to run small dynamos.

HARDWARE, CHEMICAL, AND PHARMACEUTICAL ARTICLES.

There is great need of hardware, including builders' hardware, hinges, rivets, bolts, wood screws, metal screws, door closers, galvanized iron and brass wire, varnished or galvanized wire fences, windlasses and metal cables, pulleys, chains, and tools such as nippers, screw drivers, augers, bits and braces, and sets of tools. Also shovels and pitchforks for manure.

Other articles needed are portable forges, metal sieves for use in paper manufacturing, kitchen stoves, and ventilator hoods, printers' type, and bicycle accessories such as acetylene lanterns and tools.

In chemical lines there is need of industrial chemical products, silicate of potash, sodium sulphate, ammonium carbonate, acetic acid, salts of chromium, permanganate of potash, sal ammoniac, and sal soda.

Pharmaceutical products needed are salicil, aspirin, alkaloids, iodine salts, chloroform, salvarsan, and fersalvarsan.

CANADIAN GRAIN STATISTICS.

Quality of Grain in Store at Terminal Elevators, Interior Terminal Elevators, and Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending August 1st, 1919.	Wheat	Oats.	Barley	Flax.	Rye.	Totals
	Bushels.	Bushels	Bushels.	Bushels.	Bushels.	Bushels
Fort William—						
C.P.R.	117,021	95,758	76,125	174	35,722	324,800
Consolidated Elevator Co.	8,971	18,518	56,478	18,464	5,033	107,464
Empire Elevator Co.	10,213	91,067	49,485	8,884	6,107	165,756
Ogilvie Flour Mills Co.	171,446	59,104	45,720		8,918	285,188
Western Terminal Elevator Co. *	18,539	35,890	24,867	14,388	1,279	57,885
G. T. Pacific	71,810	147,693	38,799	10,007	7,476	275,785
Grain Growers' Grain Co.	42,162	377,059	184,508		16,201	629,930
Fort William Elevator Co.	3,269	212,936	74,412	15,807	5,368	311,792
Eastern Terminal Elevator Co.	9,848	28,848	170			38,866
Northwestern Elevator Co.	48,558	46,922	31,562	23	1,893	128,958
Port Arthur—						
Port Arthur Elevator Co.	141,545	414,942	200,620	27	25,931	873,065
Eastern-Richardson.	37,700	25,667	23,801	5,897	1,625	94,690
Canadian Government Elevator.	58,163	150,819	57,412	9,901	4,081	280,376
Can. Govt. Elev., acct. Imp. Govt.				62		62
Thunder Bay.	53,056	389,752	128,733	10,542	1,436	583,519
Davidson & Smith.	38,165	130,517	49,820		3,614	222,116
Sask. Co-operative	84,975	154,791	66,209	50,634	6,771	363,380
Total Terminal Elevators	878,363	2,380,283	1,208,721	144,810	131,455	4,743,632
Saskatoon Can. Govt. Elevator	£2,230	186,638	4,330		5,926	273,198
Moosejaw Can. Govt. Elevator.	92,684	186,601	7,292	3,943	1,763	298,209
Calgary Can. Govt. Elevator.	61,484	99,004	26,612	526	10,936	199,562
Vancouver Can. Govt. Elevator.	Not reported					
Total Interior Terminal Elevators. .	236,398	472,243	38,234	4,469	19,625	770,969
Depot Harbour			None in store			
Midland—						
Aberdeen Elevator Co.	4,996					4,996
Midland Elevator Co.	87,578	557,783			231,692	877,053
Tiffin, G.T.P.	56,486					56,486
Port McNicoll.	384,506	150,912				535,418
Collingwood						-
Goderich—						
Elevator & Transit Co.	415,448	120,140		8,124		543,712
West. Can. Flour Mills Co., Ltd.	199,826					198,826
Kingston—						
Montreal Transportation Co.			None in store.			
Commercial Elevator Co.			None in store.			
Port Colborne Dom. Govt. Elevator. .	331,366		220,489			551,855
" Maple Leaf Mill'g Co., Ltd.						-
Prescott						
Montreal—						
Harbour Commissioners No. 1.	385,385	15,259	988,088			1,388,732
" " No. 2.	555,128	278,080	358,548			1,191,756
Montreal Warehousing Co.			Not reported.			
Quebec Harbour Commissioners.	38,395	37,188				75,583
West St. John, N.B.	233,206	9,703	51,594			294,503
Halifax, N.S.			Not reported.			
Total Public Elevators.	2,692,320	1,169,065	1,618,719	8,124	231,692	5,719,920
Total quantity in store.	2,807,081	4,021,591	2,865,674	157,403	382,772	11,234,521

* Wheat overshipped.

† Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended August 1st, 1919.**

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....					
No. 1 Northern.....		100,821	141,317	858,031	1,100,169
No. 2 ".....		148,861	52,863	411,615	613,339
No. 3 ".....		151,873	30,736	433,010	615,619
No. 4 Wheat.....		137,121	4,330	536,447	677,898
No. 5 ".....		105,691	2,956	62,302	170,949
No. 6 ".....		73,011	1,107	174,273	248,391
Other.....		160,985	3,089	216,642	380,716
Totals.....		878,363	236,898	2,692,320	3,807,081
Oats—					
No. 1, C.W.....		2,701			2,701
No. 2, ".....		418,200	49,104	290,478	757,782
No. 3, ".....		398,362	60,645	459,584	918,591
Ex. No. 1 Feed.....		344,150	77,944	139,201	561,295
No. 1 Feed.....		523,199	113,581	96,377	733,157
No. 2 ".....		354,496	115,368	75,614	545,478
Other.....		339,175	55,601	107,811	502,587
Totals.....		2,380,283	472,243	1,169,065	4,021,591
Barley—					
No. 3, extra C.W.....					
No. 3, C.W.....		518,310	12,653	409,340	940,303
No. 4 ".....		429,848	16,939	804,945	1,241,732
Feed.....		84,097	1,369	93,641	189,107
Rejected.....		96,088	5,323	306,410	407,821
Other.....		80,378	1,950	4,383	86,711
Totals.....		1,208,721	38,234	1,618,719	2,865,684
Flax—					
No. 1, Northwestern Canada.....	62	73,616	2,205	8,124	84,037
No. 2, C.W.....		37,367	1,845		39,212
No. 3, ".....		21,566	75		21,641
Rejected.....			29		29
Other.....		12,169	315		12,484
Totals.....	62	144,748	4,469	8,124	157,493
Rye—					
No. 1, C.W.....		2,065			2,065
No. 2, ".....		78,339	10,936	144,806	234,081
Rejected.....		8,722		45,590	54,312
No Grade.....		18,546			18,546
Other.....		23,783	1,763	41,296	76,842
Totals.....		131,455	12,699	231,692	385,646
Corn.....			6,926		6,926
Total quantity in store.....		4,743,632	770,969	5,719,920	11,234,521

Quantity of Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East on August 1, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>August 1, 1919.</i>			
Terminal Elevators.....	878,363	3,865,269	4,743,632
Interior Terminals.....	236,398	534,571	770,969
Public Elevators in the East.....	2,692,320	3,027,600	5,719,920
Total.....	3,807,081	7,427,440	11,234,521
<i>August 2, 1918.</i>			
Terminal Elevators.....	43,029	4,661,757	4,704,786
Interior Terminals.....	80,941	837,131	918,072
Public Elevators in the East.....	3,007,924	3,997,963	7,005,887
Total.....	3,131,894	9,496,851	12,628,745
<i>August 3, 1917.</i>			
Terminal Elevators.....	5,580,058	4,664,067	10,244,125
Interior Terminals.....	338,863	134,991	473,854
Public Elevators in the East.....	3,264,279	5,626,289	8,890,568
Total.....	9,183,200	10,425,347	19,608,547
<i>August 4, 1916.</i>			
Terminal Elevators.....	10,373,164	7,737,357	18,110,521
Interior Terminals.....	663,321	131,690	795,011
Public Elevators in the East.....	6,570,070	6,127,342	12,697,412
Total.....	17,606,555	13,996,389	31,602,944
<i>August 5, 1915.</i>			
Terminal Elevators.....	1,363,817	1,762,454	3,126,271
Interior Terminals.....	37,355	57,578	94,933
Public Elevators in the East.....	726,970	1,092,596	1,819,566
Total.....	2,128,142	2,912,628	5,040,770
<i>August 6, 1914.</i>			
Terminal Elevators.....	1,706,111	3,256,700	5,062,811
Public Elevators in the East.....	2,794,131	2,490,587	5,284,718
Total.....	4,600,242	5,747,287	10,347,529

Quantity of United States Grain in Store at Public Elevators in the East for the week ended August 1st, 1919.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Midland—						
Aberdeen Elevator Co.....			49,987			49,987
Midland Elevator Co.....		413,200				413,200
Tiffin, G. T. P.....		None in	Store.			
Port McNicoll.....		39,264				39,264
Montreal—						
Harbour Commissioners No. 1.....			108,426			108,426
" " No. 2.....		65,755		129,655	1,014	196,424
Quebec Harbour Commissioners.....		None in	Store.			
Totals.....		518,219	158,413	372,504	1,014	1,650,150

NEW INCORPORATIONS.

Dominion.

Canadian Steering Wheel Company, Limited. Incorporators: Mark Deylin, gentleman; Charles Wilnot Livingston and James Parker, barristers-at-law; and Maurice Crabtree, student-at-law—all of Toronto; and Marshall Squire Soules, of Oshawa, electrician. Capital \$150,000, divided into 1,500 shares of \$100 each. Chief place of business, Toronto.

The Aero Manufacturing Company, Limited. Incorporators: Edward Milton Adams, the younger, manufacturer; John Perley Wells, Charles Dickinson White, and Walter Harold Lynch, advocates; and Jean May Stewart, accountant—all of Sherbrooke, Que. Capital \$75,000, divided into 750 shares of \$100 each. Chief place of business, Sherbrooke, Que.

Slinn Bread Company, Limited. Incorporators: William Henry Dwyer, Daniel Martin and Ralph Tuller Holcomb, merchants; John Grimes and John Samuel Martin, Esquires; Samuel Rupert Broadfoot and John Robinson Osborne, barristers-at-law—all of Ottawa. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Ottawa.

Canadian Aero Film Company, Limited. Incorporators: Alexander Irwin Proctor, manufacturer; and William Roy Maxwell, aviator—both of Hamilton; Blaine Irish, moving picture photographer; and Leslie Younghusband, aviator—both of Toronto, and Harry Dougdale Wilshire, Montreal, aviator. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Hamilton.

Associated Farmers' Elevator Company, Limited. Incorporators: Maurice Kenneth Smith, grain merchant; Charles Donald Harrison, clerk; Alexander Shurriff Morrison, barrister-at-law; Bertram Howard Staples, student-at-law, and Ida Mary Trotter, stenographer—all of Winnipeg. Capital \$150,000, divided into 3,000 shares of \$50 each. Chief place of business, Winnipeg.

MacGregor Paper Company, Limited (private company). Incorporators: Walter Robert Lorimer Shanks, advocate; Francis George Bush, bookkeeper; Michael Joseph O'Brien, clerk; Alexander Gordon Yeoman, stenographer; and John O'Neil Gallery, student-at-law—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Western Quebec Power Company, Limited. Incorporators: William Kenneth McKeown, K.C.; George Edward Chart and Thomas Henry Onslow, accountants; Mary Blanche McKeown and Ada Boyd, stenographers—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

B.C. and Texas Oil Company, Limited. Capital \$250,000. Registered office, Britannia Beach.

Empire Timber Products, Limited. Capital \$100,000. Registered office, Vancouver.

Ontario.

The Brown Feldspar Potash, Limited. Incorporators: Lena Adams, bookkeeper; Henry Cartwright Secord, broker; Kenneth Alexander McRae, engineer; Mary Winnifred Hunt, stenographer; and Mabel Gray, teacher—all of Toronto. Capital \$500,000, divided into 500,000 shares of \$1 each. Head office, Toronto.

Granby-Kirkland Gold Mines, Limited. Incorporators: Newton Carman Shaver, prospector; Verneta Brown Shaver, Claudene Brown Bagshaw, and Dorothy Howard Brown, married women—all of Toronto; and Howard Milton Brown, Chicago, Ill., sales manager. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

Nipissing Extension Mines, Limited. Incorporators: John Wellington Pickup, solicitor; Thomas Arthur Dark, actuary; Charles Quincy Parker, company secretary; Harold Aldis Bernard, insurance clerk; and George Barner, accountant—all of Toronto. Capital \$3,000,000, divided into 3,000,000 shares of \$1 each. Head office, Toronto.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

1600. **Electrical and mechanical engineering plant.**—An old-established firm of electrical and mechanical engineers in London, England, desires to act as representatives for the purchase of all classes of plant. Correspondence is desired from Canadian firms wishing a purchasing representative in Great Britain.

1601. **Canned fruits and general produce.**—A firm of importers of London, England, desires to establish business relations with Canadian exporters of canned fruits and general produce.

1602. **Fireproof materials, machinery, etc.**—A firm in Middelfart, Denmark, desires to represent Canadian manufacturers of fireproof materials, all kinds of machinery, apparatus for gas and waterworks, tubes, coal, etc.

1604. **Representation.**—A commission house of Calcutta, India, with branches at Bombay and Karachi, are regular importers of American and Canadian produce, and desire to extend their connections to reliable houses who are keen on export of Canadian goods. They write: "We are open to consider sole agency for Bengal, Assam, United Provinces, Bihar and Orissa and Punjab."

1607. **Electrical agencies.**—A Durban firm with large connections make inquiry for the representation of a manufacturer of electric cables of 19/16, 19/18, 7/14, 7/16, 7/18, 7/20, 7/22, 3/20, 3/22, 1/18, to pass Cable Makers' Association V.R. 600 Meg.; also bare copper wire, No. 8, 6, 16, 19/14, 19/16, 19/17; twin flex, 23/36, weatherproof wire, No. 10; double cotton-covered wire, No. 14, 15, 16, 17, 18, 19 and 20; flexible wire silk or cotton covered, two- and three-ply; electric lamps, 30, 40, 60 100 watt, 200 volts; vulcanized rubber wire, 18 gauge; $\frac{1}{2}$ -inch and $\frac{3}{4}$ -inch simplex tubing for wiring purposes, electric chandeliers, hall lamps, drawing-room lamps and public hall lamps.

1633. **Sulphite pulp.**—A large and important Japanese concern in Tokyo is anxious to handle some good lines of Canadian easy bleaching sulphite pulp. Samples and full particulars are requested immediately.

1646. **Grease-proof paper, raw asbestos.**—A Belgian importer desires to establish business relations with leading manufacturers of grease-proof paper and producers or exporters of raw asbestos.

1647. **Barytes.**—An importer of Liverpool, England, desires to correspond with Canadian exporters of barytes.

1651. **Household utensils, furniture and mattresses.** A Belgian firm is interested in receiving quotations, if possible c.i.f. Antwerp, from Canadian manufacturers of low-priced household articles and utensils, as well as moderately-priced furniture, and woollen mattresses. Correspondence in French or English.

1652. **Agricultural implements.**—A Belgian firm wishes to get in touch with Canadian manufacturers of agricultural implements of all kinds. Correspondence may be in English, preferably Flemish or French.

1682. **Returning to China.**—A Canadian, aged thirty, who spent four years in China and went to France during the war as an interpreter with the Chinese troops, is about to return to China. He would like to arrange with several Canadian manufacturers to act as their joint representative in China. Held a responsible official position in Ontario before going to China and can give first-class references.

1693. **Office furniture and chairs.**—An importer of London, England, in business for thirty years, and with extensive showrooms, desires sole agencies for Canadian manufacturers of office furniture and chairs.

1700. **Machinery.**—A firm of machinery importers and engineering contractors in Hong Kong, recently started with a capital of \$100,000, would like to get into touch with Canadian manufacturers of everything in the mechanical and electrical line. They ask for catalogues of Canadian machinery and electrical supplies.

1701. **Fish fertilizers.**—An important firm in Paris dealing in fertilizers would be interested in securing supplies of Canadian fish fertilizers.

1702. **Stick and flake glue.**—A large American firm located in Yokohama is in the market for stick and flake glue—the sticks should be 3 inches by 8 inches by 4 inches. It is important that the colour should be a light amber, while the glue itself should be free from salt. Present price of this glue on the Japanese market is about 27 cents per pound c.i.f. Yokohama. Samples and prices f.o.b. Vancouver, or c.i.f. Yokohama, are requested immediately.

1771. **Agricultural implements.**—A firm of agricultural implement agents in Paris, having branches at Lille, Nancy, Strassbourg, and Charleroi, would like to represent Canadian firms manufacturing agricultural implements. They ask for catalogues and terms, with detailed information.

1774. **Exports to Scandinavian countries.**—A well-organized Canadian trading corporation with agencies in London, England; Shanghai, China; Kobe, Japan; Manila, Philippine Islands; Batavia, Java; Semarang, Java; Puerto Plata, Dominican Republic; Havana, Rotterdam, and Paris, is now about to establish a branch in Stockholm, Sweden, under the direction of a Swede who is thoroughly acquainted with trade in Scandinavia and the Baltic Provinces. They will be glad to correspond with Canadian manufacturers interested in exports to Scandinavian countries.

1817. **Light railway equipment.**—A Birmingham gentleman who is organizing a company which is arranging to give very large credits to certain continental countries desires to represent some good Canadian companies who can supply anything in connection with light railways of 24-inch gauge, such as sleepers, rails, carriages, signal apparatus, interior fittings for carriages, springs, castings, bolts, nuts, wire nails, window glass, wheels, axles, expanding metal for concrete reinforcing, oils, paints, machine tools, etc. He is willing to act as agent and can purchase outright as well.

1829. **Malleable iron fittings.**—A Bristol importing house desires to purchase malleable iron fittings, tapped British standard gas thread, for use on wrought-iron or steel piping for gas, water or steam purposes. Fittings in size $\frac{1}{4}$ -inch up to 4-inch in diameter, and consist of elbows, tees, sockets, flanges, nuts and nipples, etc. Made in beaded and plain and in black and galvanized.

1875. **Fruit machinery.**—A Cape Town firm of scale and machinery importers, who have a large connection in South Africa, are prepared to take up the agency

for Canadian evaporating machinery, presses, etc. Catalogues if possible, and correspondence is requested, with full particulars as to packing and price.

1879. **Rubber goods.**—A London company wishes to purchase rubber footwear generally, rubber druggists' sundries, etc., and would be glad to receive catalogues and quotations from Canadian manufacturers of such goods.

1880. **Raincoats, rubber footwear.**—A firm of merchants and commission agents in Malta ask to be placed in touch with Canadian manufacturers of raincoats in all shades and styles, including black ones with hoods for naval ratings, and india-rubber shoes and boots for lawn tennis, etc., also gymnasium shoes. Cheap to moderate prices. They are also interested in textiles of most kinds.

1882. **Representation in the British West Indies.**—A manufacturers' agency in Barbados, B.W.I., the manager of which has had thirty years' experience as head of a large importing firm in the West Indies and has a competent staff of canvassers, wish to get in touch with Canadian manufacturers who require representation in the British West Indies. Only exclusive representation will be considered.

1890. **Railway ties or sleepers.**—A London company of timber importers and creosoters would be glad to enter into correspondence with Canadian manufacturers of railway ties with a view to future business. Standard sizes used in this country, 9 feet x 10 inch x 5 inch or 8½ feet x 10 inch x 5 inch, both with 8 inch flat surface on top, and 9 feet x 12 inch x 5 inch with 10 inch flat surface on top c.i.f. per piece to London, Grimsby, Grangemouth, or Ardrossan, in steamer cargoes of about 40,000 to 50,000, stating approximate date of shipment.

1943. **Representation.**—A British firm established at La Guaira, Venezuela, for the purpose of promoting trade between Great Britain, Canada and Venezuela, wishes to get into communication with Canadian manufacturers and Canadian export organizations desirous of representing exporters of food products such as flour, canned goods, fish, butter, cheese, etc. They also offer their services as buying agents for Canadian importers of Venezuelan cocoa and coffee. The firm is thoroughly British and of good standing.

1944. **Representation.**—A firm in Calgary, one partner of which is a Russian and the other an Englishman who has spent a number of years in Russia, desires to establish selling connections for Canadian firms in Siberia. The most acceptable lines in machinery would be railway, mining, agriculture, sawmill, brickmaking, cement-making, bakery, laundry, automobiles, electrical machinery, portable plants, tools, etc.

1945. **Representation.**—A Parisian European sales manager for American concerns with 115 sub-agents in Latin Europe, wishes to represent Canadian firms for mechanical and chemical pulp; newsprint; boxboards; barrel staves and finest grades of wheat and oats; requires c.i.f. price, can pay cash. He says: "The reason why I can pay cash though being an agent is that one of the foremost American banks finance my orders whenever needed."

1946. **Handles and woodenware.**—A firm in Kendal, England, wishes to get into communication with Canadian manufacturers of handles and woodenware who are prepared to export to the United Kingdom.

1947. **Food products, seeds, etc.**—A commission agent of Lyons, France, who has been fifteen years doing business in that city, desires to take up agencies for Canadian importers of food products, seeds, etc.

1948. **Small motor tractor.**—A firm of produce merchants, in close touch with a large number of farmers, is desirous of receiving illustrations, descriptions and prices (f.o.b. ocean port) of a small rein-drive oil motor farm tractor, particularly adapted for potato-digging, with an inside spread between wheels of from 3 feet 6 inches to 4 feet.

1949. **Spruce or hemlock lumber.**—A large firm of cordial makers, who own their own case factory, are desirous of receiving quotations c.i.f. Melbourne for spruce or hemlock lumber for boxmaking in sizes such as 12 inch x 10 inch; 12 inch x 9 inch; 12 inch x 8 inch; 12 inch x 6 inch, in any lengths up to 25 feet. This firm use approximately two million superficial feet of lumber per annum.

1950. **Fruit-canning machinery.**—A well-known shipping agent in Australia is desirous of receiving catalogues, descriptions and prices, f.o.b. steamer ocean port, of a complete range of canning machinery and appliances particularly adapted for the canning of soft fruits, such as pears, apricots, peaches and plums.

1951. **Bent wooden trunk hoops.**—A London company is open to purchase supplies of bent wooden trunk hoops, according to specifications and other details at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1952. **Wooden toy parts.**—A Liverpool toy manufacturer is prepared to place large orders for wooden skittles, balls, wheels, and turnings for making wooden engines. Samples to show shapes, but of inferior finish to requirements, may be seen at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1953. **Wooden parts of dolls.**—A Liverpool doll manufacturer wishes to hear from manufacturers of wooden parts of dolls. Offers are asked for of 20,000 of each of 14 turnings. Samples may be seen at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1954. **Beef, pork and ham.**—A merchant of Paramaribo, Surinam, Dutch Guiana, desires to establish business relations with Canadian producers of beef, pork and ham. He writes: "This would greatly facilitate my business as I am desirous of dealing largely in Canadian products."

1955, 1956. **Sugar and flour.**—Two firms of importers of Salonica, Greece, desire to hear from Canadian producers of sugar and flour.

1957. **Canned fruits, cheese and fish.**—An importer of Alexandria, Egypt, desires to establish business relations with Canadian exporters of canned fruits who can quote at a competitive price; also cheese and fish.

1958. **Representation in France.**—A gentleman in Marseilles, France, wishes to represent exporters of food products and other articles which are not as yet represented in that country.

1959. **Representation in France.**—A Canadian established in Paris representative of one Canadian manufacturing company wishes to arrange representation with a group of manufacturers in different lines. Speaks French and English fluently, and is well acquainted with business conditions in France.

1960. **Mica.**—One of the large foreign firms in Yokohama has recently made inquiries for mica. This is to be used for making electric insulated mica sheets. Prices and full information are requested immediately.

1961. **Ferro-vanadium.**—A large importer of Yokohama has made inquiries for ferro-vanadium. Any firm able to export this metal is asked to communicate, sending prices and samples, etc., immediately.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets,

crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 **R.S.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 **R.S.**—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 **R.S.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 **R.S.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 **R.S.**—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 **R.S.**—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 **R.S.**—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 **R.S.**—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience

in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm: is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Minnedosa, C.P.O.S. Line, about August 13; *Canada*, White Star-Dominion Line, about August 13; *Scandinavian*, C.P.O.S. Line, about August 14; *Metagama*, C.P.O.S. Line, about August 15; *Megantic*, White Star-Dominion Line, about August 16; *Melita*, C.P.O.S. Line, about August 29; *Rimouski*, White Star-Dominion Line, about August 31.

MONTREAL TO LONDON.

Vardulia, Cunard Line, about August 23; *Cornish Point*, C.P.O.S.-Furness Line (Furness), about August 25; *Tunisian*, C.P.O.S. Line, about August 28; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about September 5; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about September 6; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about September 10.

MONTREAL TO ANTWERP.

War Beyl, C.P.O.S.-Furness Line (C.P.O.S.), about September 10.

MONTREAL TO GLASGOW.

Saturnia, Anchor-Don Line, about August 13; *Corsican*, C.P.O.S. Line, about August 23; *Cassandra*, Anchor-Don Line, about August 23; *Montcalm*, C.P.O.S. Line, about August 29; *Pretorian*, C.P.O.S. Line, about August 30.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Dominion, Dominion Line, about August 16; *Vallaria*, Cunard Line, about August 16; *Monmouth*, C.P.O.S. Line, about August 28; *Sardinian*, C.P.O.S. Line, about September 4.

MONTREAL TO MANCHESTER.

Manchester Hero, Manchester Liners, about August 17; *Manchester Division*, Manchester Liners, about August 30; *Manchester Importer*, Manchester Liners, about September 4; *Manchester Mariner*, Manchester Liners, about September 14.

MONTREAL TO HULL.

Norfolk Range, Furness Line, about August 13; *Grampian Range*, Furness Line, about August 18.

MONTREAL TO DUBLIN.

Carriagan Head, Head Line, about August 15.

MONTREAL TO BELFAST.

Milmore Head, Head Line, about August 24; *Ballygally Head*, Head Line, about August 30.

MONTREAL TO ST. NAZAIRE (FRANCE).

Cape Corso, Can.-French Line, about August 25.

MONTREAL TO HAVRE (FRANCE).

Hudson, Canadian-Trans-Atlantique Line, about August 15; *Wisley*, Canadian-Trans-Atlantique Line, about August 30.

MONTREAL TO BUENOS AIRES AND MONTEVIDEO.

Clan Skene, Houston Lines, about August 20; a Steamer, Houston Lines, about September 15.

MONTREAL TO SOUTH AFRICA.

Cape Town, *Port Elizabeth*, *East London*, *Durban* and *Delagoa Bay*.

Banguela, Elder-Dempster Line, about August 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, *Sydney*, *Auckland*, *Wellington*, *Lyttleton* and *Dunedin* (Port Chalmers).

Wangaratta, New Zealand Shipping Co., about August 20.

MONTREAL TO BARBADOS AND TRINIDAD.

Canadian Warrior, Can. Govt. Merchant Marine Ltd., about August 26; *Canadian Recruit*, Can. Govt. Merchant Marine Ltd., about September 16.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Trader, Can. Govt. Merchant Marine Ltd., about August 27; *Canadian Sailor*, Can. Govt. Merchant Marine Ltd., about September 13.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaudiere, Royal Mail Steam Packet Co., about August 22; *Caraquet*, Royal Mail Steam Packet Co., about September 5.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, MANILA AND HONG KONG.

Protesilaus, Blue Funnel Line, about August 29; *Tyndareus*, Blue Funnel Line, about September 29.

VICTORIA TO UNITED KINGDOM PORTS.

Orator, Harrison Direct Line, about August 22.

VICTORIA TO YOKOHAMA, KOBE, MOJI, MANILA, AND SINGAPORE.

Chicago Maru, Osaka Chosen Kaisha, about August 23.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND SINGAPORE.

Arabia Marie, Osaka Chosen Kaisha, about August 30.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Katori Maru, Nippon Yusen Kaisha, about September 2.

From Vancouver.

VANCOUVER TO FIJI, AUSTRALIA, AND NEW ZEALAND.

Makura, Canadian Australasian Royal Mail Line, about September 6; *Niagara*, Canadian Australasian Royal Mail Line, about September 16.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONGKONG.

Empress of Asia, C.P.O.S. Line, about September 4.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiansia, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce. (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information
Supplements to Weekly Bulletin:
Chinese Markets for Canadian Products.
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Bureau of Statistics.
The Canada Year Book.
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



View of Havana from Cabanas Fortress. (See p. 338.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, August 18, 1919.

No. 811

THE BRITISH PREFERENTIAL TARIFF RATES.

The following cablegram, dated August 14, has been received from the Canadian High Commissioner's Office, London, England:—

"Finance Act nineteen nineteen published to-day preferential rates on and after first September. Following is copy of schedule: Tea, cocoa, coffee, chicory, currants, dried or preserved fruit within the meaning of s. eight of the finance number two act nineteen fifteen, sugar, glucose, molasses, saccharin, motor spirit, tobacco, five-sixths of full rate. Articles chargeable with new import duties imposed by s. twelve of finance number two act nineteen fifteen two-thirds of full rate. Wine—not exceeding thirty degrees proof spirit—sixty per cent of full rate; exceeding thirty degrees proof spirit, sixty-six and two-thirds per cent of full rate. Sparkling wine in bottle additional duty seventy per cent of full rate. Still wine in bottle, additional duty fifty per cent of full rate. Spirits rates equivalent to full rates as chargeable under this Act up to September first, nineteen nineteen. Goods must be consigned from and grown, produced or manufactured in British Empire, proportion value in British material and labour in accordance with Board Trade regulations. Other minor modifications."

IMPORTANT TO ALL CANADIANS EXPORTING TO THE UNITED KINGDOM.

A cablegram from the Secretary of State for the Colonies to the Governor General, dated August 1, says—referring to his cablegram of June 4 announcing that the Board of Trade had decided, with respect to the removal of all restrictions on the importation into the United Kingdom of goods the produce or manufacture of the British Dominions which owe at least 75 per cent of their total value to Dominion or Colonial labour and material (see *Weekly Bulletin* 801, page 1053)—that the required percentage has been reduced from 75 to 60—the percentage to be based on factory values, not free on board.

CANADIAN CHEESE MAY BE SOLD WHERE IT WILL BRING BEST PRICES.

The Prime Minister has received a cablegram from London, dated August 12, stating that the British Ministry of Food is quite willing Canadian cheese should be sold elsewhere if higher price can be obtained. They state that they have sufficient for their requirements without Canadian. Canadian fancy cheese such as Ingersoll and MacLaren do not come under any control.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

G. E. Johnson, Rio de Janeiro.. . . .	Left Canada for Brazil, August 15, via England.
E. S. Webb, Buenos Aires	Now in Montreal.
D. H. Ross, Melbourne.. . . .	Now travelling in Maritime Provinces.
J. E. Ray, Manchester.. . . .	Sailed for England August 15.
W. A. Beddoe, Auckland.. . . .	Travelling in the Maritime Provinces.
W. J. Egan.. . . .	Now in Montreal.
Harrison Watson, London.. . . .	Will arrive in Ottawa about September 15.
H. R. Poussette.. . . .	Will leave Canada in September on a trip to Oriental countries.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

SUGAR PRODUCTION OF THE BRITISH EMPIRE.

TRADE COMMISSIONER HARRISON WATSON.

London, July 25, 1919.—A prominent feature of the annual meeting of the Society of Chemical Industry, which has just been held in London, was the presentation of the Preliminary Report upon the production and Consumption of Sugar in different parts of the British Empire, for which purpose the society appointed a Committee of Investigation early in 1917, the terms of reference of which were as follows:—

1. To prepare an account of the pre-war sugar position as regards (a) production, its amount and nature; (b) consumption, its amount and nature; and (c) the quantity, nature and source of the sugar imported or exported of each unit of the British Empire.
2. To ascertain the economic sugar-producing possibilities of each unit of the British Empire.
3. To report on the most likely localities for increased supply, as well as on the kinds of sugar required by the various consumers throughout the Empire.
4. To make such technical suggestions as may appear of use to the development of the industry.

DEPENDENCE OF THE UNITED KINGDOM UPON FOREIGN SUGAR.

It will be known that the dependence of the United Kingdom upon foreign, and mainly enemy, countries, at the outbreak of war, for the bulk of its sugar supplies (about 90 per cent.), caused a position of great difficulty, and the feasibility of replacing these from within the Empire—more especially in view of the already proved sugar-growing resources of many countries within the Empire—became a subject of extreme importance which has been receiving universal attention, while the Governments of those portions of the Empire actively engaged in the production of sugar have not only been thoroughly investigating the position, but in some cases have made definite representations to the British Government with the object of securing co-operation and assistance. It will further be known that the direct result of this action has been the granting of a preferential duty by the United Kingdom to Imperial-grown sugar, but much still remains to be accomplished, and in this direction the exhaustive inquiry which has been made by the Society of Chemical Industry must be of extreme value.

METHOD OF INQUIRY.

The comprehensive nature of the information collected is best illustrated by the reproduction of two forms of questionnaire which the committee addressed to Dominions, Colonies, Dependencies, and Protectorates; Form A being sent to those countries which produce sugar, and Form B to those who do not at present produce it.

FORM A.

1. What is the present acreage, production and consumption of sugar in———?
2. What were the pre-war exports of sugar (if any) from———? What description of product is exported, and to what countries?
3. What is the source of the present sugar production in———cane, beet, maple, or palm?
4. What yield of sugar producing material is obtained per acre? What is the average percentage of sugar in such material, and what is the present yield of actual sugar obtained per acre? What are the various kinds of sugar produced?
5. What refining and other sugar using trades are there in———, and what class of sugar do they respectively require?
6. What descriptions of sugar are required by the general public in———?
7. What scientific establishments are there existent or available for technical training in connection with the sugar industry of———?
8. If sugar is imported, from what country or countries does it come, and in what form?
9. What area of suitable land has——— for the extension of the sugar industry, and in what time, and under what conditions of transport, etc., could it be made available? What is the position of the labour supply in relation to such extension?
10. Are there in———any special economic considerations which tend to influence the cost of production either adversely or favourably?

FORM B.

1. What was the pre-war consumption of sugar in _____?
2. What are the sources and descriptions of the sugar imported?
3. What refining and other sugar using trades has _____?
4. What description of sugar is required—
 (a) by the general public, and
 (b) by the refiners and sugar using traders?
5. What area of land has _____ suitable for sugar cultivation, and in what time, and under what conditions of labour, transport, etc., could it be made available if a sugar industry were established?
6. What scientific establishments are there in which would be available for technical training if a sugar industry were established?
7. What are the economic or other considerations which have hitherto prevented the establishment of a sugar industry in _____?

Mr. Arthur R. Ling, F.I.C., who read the preliminary report before the meeting of the Empire Sugar Supply Technical Committee of the Society, has courteously furnished an advance proof of this report, which permits a reproduction of some of its features with the least loss of delay, although in view of the mass of valuable detailed information of all kinds which necessarily occupies considerable space, persons directly interested in the sugar industry are recommended to obtain the full report, which will in due course be published in the *Journal* of the Society of the Chemical Industry.

HISTORICAL REVIEW.

The report commences with a historical review of sugar, the earliest recorded production of which came from the sugar cane in India. After tracing its gradual introduction into many lands, it is stated that the sugar cane as now cultivated under the most favourable conditions gives a crop of 30 to 40 tons per acre and sometimes more, and has a sugar content of 11 to 16 per cent. Taking a yield of cane of 35 tons per acre and an extract of sugar of 12 per cent, this would mean a production of sugar of 4.2 tons per acre, although it is known that as much as 7 tons per acre have been obtained in isolated instances.

The history of beet root sugar dates from 1747, when Marggraf, a German chemist, demonstrated the possibility of extracting sugar from beet. The first beet sugar factory was started in Silesia, but it was Napoleon I who first gave the industry importance when, with the object of crippling England's colonial sugar trade, he ordered 80,000 acres to be planted with beet. The industry flagged somewhat after the war, but it was taken up by Germany as well as by France, and in 1860 the production of beet sugar was 250,000 tons. In 1871, France produced 284,000 tons and Germany 186,000 tons of sugar, whilst in 1884 the German production reached 1,000,000 tons, while the French production had dropped to 265,000 tons.

Coming to more recent times, in 1909 the world's production of beet root sugar was 6,588,000 tons, or 44.3 per cent of the total sugar production from cane and beet together, and of this Germany produced 2,080,000 tons. The remarkable success met with in Germany in improving the sugar content of the roots by selection and manuring may be judged from the fact that at the commencement of the industry the roots probably contained not more than 6 to 8 per cent of sugar, whilst the sugar content has steadily improved until the roots of the 1909 harvest contained an average of 17.63 per cent of sugar. Of this over 90 per cent would be secured by modern methods. The sugar content of beets is higher than that of cane, but the crop is lighter. On an average, under the best conditions, about 12 tons of beets can be grown to the acre, so that the yield of sugar seldom reaches 2 tons per acre, and is generally a little below it.

SUPERIORITY OF GERMAN METHODS.

The British Empire, according to the last returns, has about 3,500,000 acres under sugar, mostly cane, yet the total production from this was less than that of Germany and Austro-Hungary combined, which countries could not have had as much as half

that number of acres under beet. Obviously there must be something wrong with our methods, and this will become apparent when we consider the data which have been obtained in detail.

While the British Empire exceeds all other states in the production of sugar, and the United Kingdom is the second largest importer of sugar in the world, the anomalous position existed before the war, to which reference has already been made, that 90 per cent of the sugar imported came from foreign countries, and again 90 per cent of this was European beet sugar. In fact, before the war the importation of raw cane sugar was restricted to the demands of those industries which found raw beet sugar unsuitable for their requirements.

BET SUGAR PRODUCTION REDUCED BY WAR.

Since the outbreak of hostilities the production of sugar from beets has dropped from 46 per cent to 29 per cent of the world's total supply. On the other hand, the production of the British Empire has increased from 3,275,000 tons in 1913-14 to 4,394,100 in 1917-18 (that is, 34.1 per cent), while the total production of sugar throughout the world, which was 18,653,100 tons in 1913-14, was in 1917-18 17,556,400 tons. The country showing the largest increase of any in Cuba.

BRITISH EMPIRE MUST IMPROVE ITS METHODS.

"There is no doubt that the importance of the race now being run is fully recognized in all parts of the British Empire, and the granting of Imperial preference should help our sugar industry, but it must not be forgotten that all such measures, without efforts on the technical side, will be unavailing. It is our special object to insist on this point and to indicate where, and in what directions, reforms and improvements are most needed. It is not to be forgotten, however, that time presses. Our late enemies are eagerly watching all we are doing, and unless we make the necessary improvements, within the next year or two we shall again be left behind in the race for supremacy."

STATISTICS OF WORLD'S PRODUCTION OF SUGAR.

With the exception of a series of statistical tables, illustrating the world's production of sugar by countries and by kinds, the rest of the report consists of an exhaustive review of the production and consumption of sugar in the different countries which form the British Empire, based upon the replies received from them.

In this review it is only possible to make reference to the position in a few of the principal sugar-producing countries, and under these circumstances it seems more convenient to reproduce beforehand certain of the statistical tables which are published as an appendix to the report:

World Sugar Production.

		1917-18.
British Empire Production—		Tons.
India.. . . .		3,229,000
Australia.. . . .		325,900
Mauritius.. . . .		225,466
Demerara.. . . .		120,000
Natal.. . . .		106,250
Egypt.. . . .		79,450
Fiji Islands.. . . .		70,800
Barbados.. . . .		65,230
Trinidad.. . . .		45,256
Jamaica.. . . .		34,300
Canada (beet).. . . .		11,250
Antigua.. . . .		9,409
St. Kitt's.. . . .		8,846
Other British West India Islands.. . . .		16,745
British.. . . .		4,347,902
Cuba.. . . .		3,446,083

World Sugar Production.—Continued.

		1917-18. Tons.
United States—		
United States (beet)		682,867
Hawaiian Islands		515,035
Porto Rico		405,174
Philippine Islands		253,000
Louisiana		217,499
St. Croix		5,400
Texas		2,000
American		2,080,984
Holland—		
Java		1,791,064
Holland (beet)		200,000
Surinam		10,000
Dutch		2,001,073
Germany (beet)		1,547,935
Russia (beet)		1,100,000
Austria-Hungary (beet)		750,000
Japan-Formosa		397,618
France—		
French (beet)	220,000	
Réunion	50,000	
Martinique	40,000	
Guadeloupe	28,000	
French		338,000
Peru		265,000
Brazil		148,958
San Domingo		145,000
Argentina		126,171
Belgium (beet)		120,000
Spain (beet)	134,955	140,955
" (cane)	6,000	
Sweden (beet)		125,000
Denmark (beet)		115,000
Italy (beet)		100,000
Mozambique-Portuguese		50,000
Mexico		40,000
Central America		25,000
Hayti		18,000
Venezuela		15,000
Bulgaria (beet)		11,000
Ecuador		8,000
Switzerland (beet)		4,000

CANE SUGAR PRODUCTION IN TONS, WITH PERCENTAGE OF TOTAL SUGAR PRODUCTION.

	1913-14		1914-15		1915-16		1916-17		1917-18	
	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
Louisiana.....	261,300		216,700		122,800		271,300		217,500	
Texas.....	7,000		3,500		1,000		6,300		2,000	
Porto Rico.....	325,000		308,200		431,300		448,600		413,200	
Hawaii.....	550,000		577,200		529,900		575,500		510,000	
Cuba.....	2,597,700		2,592,700	14.14	3,007,900	18.11	3,023,700	17.73	3,350,000	19.53
St. Croix.....	5,800		4,500		14,800		7,800		7,500	
Philippines.....	225,000		243,000		332,200		210,000		273,300	
Total.....	3,972,700	21.30	3,945,800	21.47	4,439,900	28.73	4,543,200	26.64	4,773,500	27.19
St. Domingo.....	105,800		108,500		126,100		130,200		145,000	
Mexico.....	130,000		110,000		65,000		50,000		35,000	
Central America.....	22,000		22,000		33,000		25,000		25,000	
Total.....	257,800	1.38	240,500	1.31	226,100	1.36	205,200	1.20	205,000	1.17
Trinidad.....	47,300		49,100		64,200		70,900		45,200	
Barbados.....	33,400		32,600		63,000		55,000		55,000	
Jamaica.....	15,600		15,100		15,100		28,300		30,000	
Other W. Indies.....	24,000		24,000		35,400		30,000		35,000	
British Guiana.....	103,800		113,600		116,200		161,700		120,000	
British India.....	2,291,500	12.29	2,460,600	13.39	2,634,000	15.86	2,728,000	15.99	3,229,000	18.39
Queensland & N. S. W.....	225,000		246,400		153,700		192,800		340,900	
Fiji.....	100,000		102,000		90,000		100,000		100,000	
Egypt.....	69,400		75,200		99,000		101,800		100,000	
Mauritius.....	249,800		.....		215,500		209,200		224,000	
Natal.....	85,700		91,600		115,500		114,600		115,000	
British Colonies.....	3,275,500	17.56	3,487,900	18.97	3,609,600	21.73	3,732,300	21.88	4,394,100	25.03
Martinique.....	33,700		40,000		39,900		34,400		35,000	
Guadeloupe.....	38,900		40,000		34,100		36,200		35,000	
Reunion.....	35,800		39,300		45,000		42,200		50,000	
French Colonies.....	114,400	0.61	119,300	0.65	119,000	0.72	112,800	0.66	120,000	0.68
Dutch Guiana.....	14,000		12,000		13,000		15,000		15,000	
Java.....	1,345,200		1,303,000		1,198,600		1,596,200		1,791,100	
Dutch Colonies.....	1,359,200	7.29	1,315,300	7.15	1,211,600	7.30	1,611,200	9.45	1,806,100	10.29

Venezuela.....	3,000	3,000	7,000	15,000	15,000
Ecuador.....	.....	.....	7,000	7,000	8,000
Peru.....	176,700	.....	250,000	276,000	265,000
Argentina.....	280,300	.....	149,300	84,100	84,100
Brazil.....	203,400	.....	194,000	300,000	375,000
South America ..	663,400	3 56	607,900	682,100	751,000
Formosa.....	204,000	1 09	405,200	436,000	400,000
Mozambique ..	34,000	.....	50,000	55,000	50,000
Spain.....	13,200	.....	6,400	6,000	6,000
Total.....	9,894,200	53 04	10,675,700	11,383,800	12,505,800
			55 29	60 74	71 03

BET SUGAR PRODUCTION IN TONS AND PERCENTAGE OF TOTAL SUGAR PRODUCTION.

	1913-14.		1914-15.		1915-16.		1916 17.		1917-18.	
	Tons.	%	Tons.	%	Tons.	%	Tons.	%	Tons.	%
Germany.....	2,718,000	14.57	2,600,000	14.14	1,512,000	9.10	1,550,000	9.09	1,565,400	8.92
Austria.....	1,688,300	9.05	1,602,300	8.72	933,000	5.65	944,000	5.53	670,000	3.82
France.....	781,000	4.19	336,600	1.83	150,700	0.91	207,000	1.21	225,000	1.28
Belgium.....	229,000	1.23	204,000	1.11	113,100	0.68	135,000	0.79	130,000	1.74
Holland.....	231,400	1.24	302,500	1.65	242,800	1.46	269,200	1.58	200,900	1.14
Russia.....	1,688,000	9.05	1,977,000	10.76	1,671,000	10.06	1,325,000	7.77	1,100,000	6.27
Sweden.....	137,200	0.74	154,100	0.80	127,300	0.77	118,000	0.70	131,000	0.94
Denmark.....	145,700	0.78	153,000	0.83	125,200	0.75	113,800	0.66	120,000	0.68
Italy.....	395,600	1.64	150,200	0.82	150,400	0.91	140,000	0.82	100,000	0.57
Spain.....	169,400	0.91	77,700	0.42	103,100	0.62	125,100	0.70	115,000	0.66
U.S.A.....	655,300	3.51	646,800	3.52	779,800	4.70	734,600	4.31	682,900	3.89
Canada.....	10,000	0.05	12,500	0.07	17,600	0.11	12,500	0.07	11,300	0.06
	8,758,900	46.96	8,216,800	44.71	5,032,000	35.72	5,673,200	32.25	5,050,600	28.97

UNITED KINGDOM.

An account is given of a succession of attempts, mainly experimental, to establish the beet sugar industry in the past, and its failure is practically summed up in the remark: "One of the great difficulties in establishing a beet sugar industry in this country is lack of co-operation between the agriculturist and the sugar manufacturer", conditions, which it may be parenthetically stated, have adversely affected attempts to develop the same industry in most other countries.

The report consists mainly of the results of a series of experiments conducted in various parts of England in the cultivation of not only sugar beets, but mangolds and other sugar-containing roots.

While emphasis is laid upon the benefits which would accrue to the country by the greater cultivation of sugar beets and the establishment of a sugar industry upon a solid basis, the report, curiously enough, makes no reference to action which has been taken during the past year or so, under the ægis of the British Government, whereby the Development Commission rendered substantial financial assistance to the establishment of a sugar beet factory at Kelham, in Nottinghamshire, which is under construction, and which, if successful, should have a far-reaching effect upon the future of the industry in this country.

THE INDIAN EMPIRE.

India was at one time the largest producer of sugar of any country in the world, but so far as statistics show, at the present time it occupies the second place in the list, Cuba coming first.

In recent years the total production has steadily increased from 2,291,500 tons in 1913-14 to 3,229,000 tons in 1917-18. This is from cane, and in addition there is a production of some 500,000 tons from palm.

The annual consumption of sugar is, however, in excess of production, and white sugar is imported from Java, Mauritius, and other countries, and previous to the war some of it came from Germany and Austro-Hungary.

In 1916-17, the area under sugar cane and sugar-yielding palm was estimated to be:—

Sugar cane.. . . .	2,437,000 acres.
Palms... . .	175,000 "

There is also some small export trade.

The report gives a comprehensive account of the situation in various parts of India, the gist of which is that production is capable of great increase, provided that existing deficiencies are overcome by the adoption of more scientific methods and improved technicality.

CEYLON.

While sugar cane grows all over the island, and attempts have been made to develop the industry, there still being one refinery for the production and refining of Palmyra jaggery for native consumption, there are difficulties in the way of sugar growing, a prominent one being the necessity of irrigation. For this reason, land which has at one time been devoted to the production of sugar cane has been diverted to the cultivation of rubber.

At the present time the average importation of sugar into Ceylon for the years 1911-16 inclusive, was about 20,000 tons.

BRITISH NORTH BORNEO.

At the present time only about 20 acres are under sugar cane cultivation, producing about 50 tons per annum, but there are at least 10,000 acres of land in Cowie Har-

bour, which could be used for sugar cultivation, depending upon the provision of the necessary capital, organization, and labour. The present consumption is from 900 to 1,000 tons per year.

STRAITS SETTLEMENTS.

The sugar industry was formerly of much more importance than it is now, as it has been slowly but steadily supplanted by the cultivation of rubber.

In the year 1914, 37,754 tons of sugar were exported.

EGYPT.

The portion of the country in which sugar cane is cultivated is the valley of the Nile, from Cairo to Assouan, near the Soudanese frontier, and without irrigation the cultivation of sugar cane would be impossible. The crop has fluctuated very much during recent years.

The total amount of cane used for sugar in 1915-16 was the produce of 54,000 acres, and the total production of sugar during this period was 99,973 tons, or 1.83 tons per acre.

During the five years ended 1916, the average yield of sugar cane per acre was 30.8 tons, and the average percentage of sugar extracted during this period was 10.12 per cent, or 3.12 tons per acre. The excess of production and imports over exports was 78,629 tons.

There are several factories in Egypt belonging to the Société Générale, and the main object of the industry is refining, the raw sugars being produced in the best form suitable for that purpose.

At present there is no suitable land available for the extension of the sugar industry, but should the remaining basins of Upper Egypt be converted to perennial irrigation, a considerable area will be available.

MAURITIUS.

The area under sugar cane has increased from 63,570 acres in 1893 to 152,000 acres at the present time.

The average production of sugar for the last five years has been 252,000 tons, out of which 5,904 tons are used for local consumption, the balance being exported.

The number of factories in Mauritius has decreased from 73 to 55 from the year 1904 to 1907, but on the other hand the tendency has been to centralize the industry, so that the total capacity is much greater than it was formerly.

Sugar cane is cultivated by two distinct classes of planters: (a) the estates with or without factories, from which a yield of 2 tons per acre is obtained; and (b) the small planters, almost exclusively Indians, who obtain a yield of one ton per acre or less.

The description of sugar manufactured is 94 per cent of plantation white sugar, and 6 per cent of low-grade sugar.

The industry is well looked after by the Department of Agriculture.

Practically the whole of the lands in Mauritius which are suitable for cane cultivation are at present under that crop, and while there are certain areas in the drier districts of the island, their utilization is dependent upon irrigation and labour problems.

Upon the other hand, existing cultivation is not as great as it might be, and the introduction of labour-saving devices should largely increase the output.

UNION OF SOUTH AFRICA.

At the present time the production of sugar is exclusively from cane, and is restricted to Natal, although the industry has potentialities in other portions, notably in the low veldt of the Eastern Transvaal.

In the season 1916-17, 63,000 acres were under cane, the output being 114,500 tons of sugar, or 1.82 tons per acre. The normal consumption of sugar is 120,000 tons annually.

The abolition of Indian immigration, with the increasing competition for labourers, and the Mozambique Treaty, have adversely influenced the economic conditions.

BRITISH WEST INDIES.

The agricultural industries of these valuable and productive islands were allowed to languish up to about twenty years ago, and had it not been for the timely aid of the British Government, who recognized the position at the time just referred to, disaster would have overtaken them.

Incidentally, it might be remarked that no reference is made in the report to the remarkable and much needed assistance given to the industry by the preferential treatment accorded by Canada to West Indian sugar, which opened up a valuable market.

Each local government maintains a local Department of Agriculture. In October, 1898, the Imperial Government established an Imperial Department of Agriculture, which acts in an advisory capacity on agricultural matters to all the Governments of the West Indies, and exercises a detailed supervision in respect to certain of them which do not possess the full complement of scientific officers. The headquarters is in Barbados.

The following is a general outline of the position of the West Indian Islands as regards sugar production:—

Barbados, with an area of about 166 square miles, mainly depends upon the sugar industry, and produces between 50,000 and 60,000 tons per annum. Trinidad, with an area of 1,974 square miles, and Tobago, with an area of 114 square miles, produce sugar and cacao. The production of sugar is from 50,000 to 60,000 tons per annum. Of the Leeward Islands, Antigua has an area of 108 square miles, and produces 15,000 tons of sugar annually. St. Kitts has an area of 68 square miles. The chief industries are sugar and cotton. It produces about 15,000 tons of sugar per annum. Nevis, with an area of 50 square miles, produces for the most part cotton, with only a small quantity of sugar. Montserrat has an area of 32 square miles. It produces very little sugar, the chief industries being cotton and limes. Dominica has an area of 291 square miles and does not produce any appreciable quantity of sugar, the cultivation of limes being an important industry. The Virgin Islands, belonging to Great Britain, have an area of 58 square miles, but no sugar is produced. Of the Windward Islands, St. Lucia has an area of 233 square miles. Its main industries are cacao and limes. About 6,000 tons of sugar are produced annually. St. Vincent has an area of about 150 square miles. The main industries are cotton, arrowroot, cacao and a small quantity of sugar, about 500 tons annually. Grenada and the Grenadines occupy about 133 square miles. The chief industries are cacao, rubber, cotton and coffee. Sugar production is quite a minor industry. Jamaica is the largest of the British West Indian Islands, having an area of 4,450 square miles. The principal industries are rum, bananas, cocoanuts, cacao, coffee and pimento. The amount of sugar produced is about 50,000 tons per annum.

The report contains interesting accounts of the industry in each of the group of islands, which it is, however, impossible to include in this review.

BRITISH GUIANA.

The estimated area under sugar cane is 78,000 acres, with a production of 120,000 tons of sugar per annum, the consumption being 8,500 tons.

The annual pre-war exports for these seven years, 1907-13, were 99,412 tons of sugar, 3,258,200 proof gallons of rum, 180,000 gallons of molasses, and 7,820 tons of molasses as cattle food.

The yield of cane varies from 10 to 60 tons per acre, according to the soil, variety and seasons, with a content of sugar of 10 to 14 per cent.

Given an ample supply of labour and of manure, efficient tillage, and economical scientific manufacture, the production of the sugar estates might be increased to 250,000 tons of sugar per annum.

There are at least 450,000 acres of land suitable for the production of sugar cane in districts in which it has been grown, whilst nearly 1,000,000 acres are available in sections of the colony where sugar cane cultivation has hitherto not been attempted.

CANADA.

The total refined sugar consumed in Canada during 1916 was 258,711 tons, made mostly from imported raw sugar, including 4,464 tons imported as such.

The exports of sugar are very variable. In 1915 they amounted to 5.6 tons, in 1916 to 280.93 tons, and in 1917 to 2,579.83 tons.

The imports also vary very much, thus:—

Refined sugar and sugar above No. 16, Dutch standard in colour.

	1913. Tons.	1914. Tons.	1915. Tons.	1916. Tons.	1917. Tons.
British Empire... ..	8,421	4,251	2,248	903	962
Foreign countries... ..	506	44	163	28	253

Sugar of lower quality including drainings and concrete.

	1913. Tons.	1914. Tons.	1915. Tons.	1916. Tons.	1917. Tons.
British Empire... ..	130,156	111,761	166,177	140,569	201,637
Foreign countries... ..	124,693	182,176	126,078	125,889	124,900

The home production of Canada is from sugar beet, and there is a large amount of land suitable for its extension.

The quantities of refined sugar manufactured from Canadian-grown beets during the five years, 1911-1915, inclusive, were as follows: 1911, 9,522 tons; 1912, 11,996 tons; 1913, 11,673 tons; 1914, 13,979 tons; 1915, 17,641 tons.

The public of Canada demand principally granulated sugar in normal times, but since the war yellow sugar has been used. The confectioners and biscuit manufacturers use granulated and yellow sugar, and chocolate and cocoa manufacturers use yellow only. Syrup and molasses blenders use raw cane sugar, and molasses, also refiners' syrups, and black strap.

There are no special technical schools for instruction in the sugar industry, but technical instruction of a general character may be obtained from several technical schools, and chemical and engineering departments of the Canadian universities.

In regard to possible extension, we have been informed that the labour conditions are so uncertain at the present time, and before any capital investment can be warranted, careful preparation of a well-organized field co-operation will be necessary.

AUSTRALIA.

The area devoted to the cultivation of the sugar cane in Australia is a narrow strip of land along the eastern coast of Queensland, with the three northern counties of New South Wales. Queensland is the largest sugar producing state in the Commonwealth. In the year 1912, Queensland had 141,652 acres under cane, the yield from 78,142 acres crushed being 994,212 tons, equal to 12.72 tons per acre, whilst the quantity of sugar produced was 113,600 tons, equal to 1.45 tons per acre.

The sugar content of the cane produced in New South Wales equalled 2.72 tons per acre, the total yield of cane being 140,000 tons.

Beet is cultivated in Victoria, the area being however, small.

The report, however, details the position in each of the states.

FIJI.

This group of islands has 50,000 acres devoted to sugar cane cultivation.

The annual production of raw sugar varies from 85,000 to 120,000 tons, and the consumption is about 2,000 tons per annum.

The balance is exported, mainly to New Zealand and Australia.

The average yield of sugar cane is 18 tons per acre, and the average sugar extracted from the cane is 2.25 tons per acre.

There are no refineries in Fiji, nor are there any other trades employing sugar.

There are still considerable areas of land suitable for sugar cultivation, but light railways would be required for the transport of the crop to the mill, and the labour position is not very favourable.

RECENT SHIPBUILDING IN THE UNITED KINGDOM.

TRADE COMMISSIONER HARRISON WATSON.

London, July 24, 1919.—Ocean transportation remains one of the vital problems of the day, and it is therefore gratifying to learn from *Lloyd's Register* shipbuilding returns that during the quarter ended 30th June, there was an appreciable increase, both in the number and tonnage of ships under construction in the United Kingdom, and of vessels launched.

MERCHANT VESSELS UNDER CONSTRUCTION.

At the close of the quarter ended 30th June, there were under construction 782 merchant vessels, of 2,524,050 tons gross, as compared with 657 vessels, of 2,254,845 tons, on the 31st March last, and 392 vessels, of 1,815,013 tons, a year ago.

Incidentally, it may be mentioned that the June figures show an increase of 305 vessels and 801,926 tons over the same quarter for 1914.

Vessels now building include 11 between 12,000 and 15,000 tons; 10 between 15,000 and 20,000 tons; and 4 between 20,000 and 25,000 tons.

VESSELS LAUNCHED.

It is equally satisfactory to learn that there has been a marked increase in the number of steam vessels launched during the June quarter, which amounted to 181 of a gross tonnage of 514,240, as against 72, of 203,966 tons, for the March quarter.

COMPARISON WITH CONSTRUCTION IN OTHER PARTS OF THE WORLD.

While the position shows a great improvement upon the returns of shipbuilding of the latter part of the war, it is only when the United Kingdom's contribution to the merchant vessel construction of the world at the present time is compared with the similar share of 1914, that the enormous increase in foreign shipbuilding is realized.

At the end of June, 1914, there were 459 vessels of 1,440,766 under construction outside of the United Kingdom, while at the present time the number is no less than 1,744 vessels with an aggregate tonnage of 5,493,717, which returns, moreover, do not include German construction, which before the war was about one-third of the total.

For this change the United States is mainly responsible, where at the present time 994 vessels, amounting to 3,874,143 tonnage, are building.

It is interesting that the British Dominions rank next to the United States, with 209 vessels of 346,453 tons, of which Canada contributes 158 vessels of 261,653 tons.

Then come in rotation, Japan, Italy (which now for the first time includes Trieste), Holland, each with over 200,000 tons and Spain and France, 118,854 and 109,615 tons respectively.

THE PROSPECTS FOR CANADIAN CASKS AND STAVES IMPORTS INTO FRANCE.

Mr. Phillippe Roy, Commissioner General of Canada in France, has received the following letter from a gentleman in the South of France, whose address he will furnish to those interested:—

"I am well aware of the extraordinary development Canadian industry has undergone during the war, the richness of the soil in Canada, and the affinities which bind Canada and France together. This is all the more reason why Canada and France should do business with each other after the war to their mutual advantage. I am anxious to see relations between mine and yours increase and am at the disposition of any of your people organizing themselves to reach the French consumer, either through me or through any one to whom I can recommend them; and I may add that speaking French, English, German and Italian, and having been in business for ten years, I am quite in touch with the needs of French business, know a number of the best houses, and visit them periodically either personally or through my agents in the principal centres."

He offers to give information regarding the demand for various articles in France and makes the following statement about casks.

Casks and Barrels in the K.D.

"The present prices in France for casks are extremely high: the hundred staves which before the war were sold for 85 to 100 francs maximum are to-day worth 450 to 500 francs, and according to the present tariff of cooperage, it costs 8 francs to replace a staffe.

"This situation is due to several causes: first of all the scarcity of workmen and the difficulties of transport, the felling of forests for military needs, the methodical devastations committed by the Germans in the territories which they may have occupied, but also and chiefly the shutting down of two important markets, where, before the war France found most of her needs, Austria-Hungary and Russia.

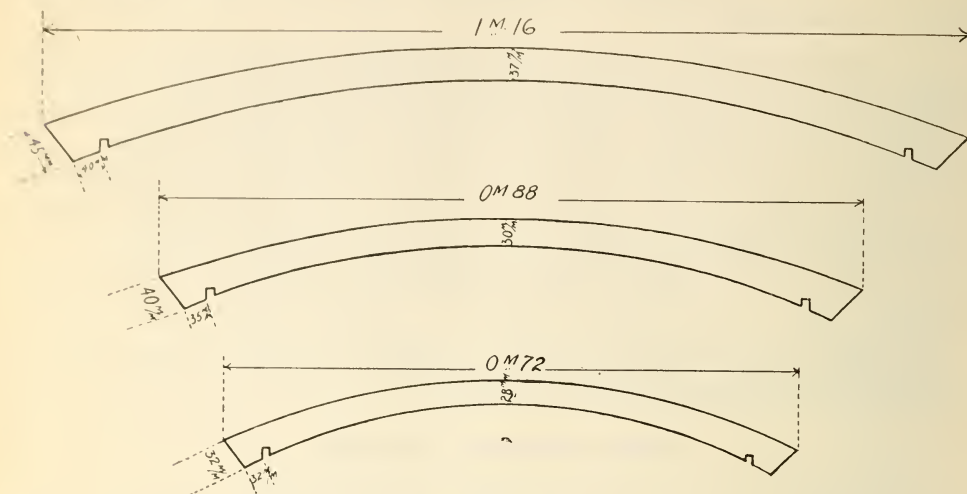
"It can be presumed that this state of affairs will last for many years after hostilities have ceased. France will always have to depend upon foreign countries for the supply of wood which she will require for the manufacture of her wine vessels, and the anger and indignation aroused by the barbarous methods adopted by the enemy during this war will make it impossible to do business with them, in this as well as in other lines, even if duty charges on this material did not make the business well-nigh impossible, and even if—and this has not yet been shown—their resources in wood (for staves) were as abundant as before the war.

"As for Russia, the present chaos does not allow one to hope for a rapid return to normal economic life, although its forest resources, in the opinion of all economists, are considerable.

"Canadians desirous of securing good openings on the French market will have to adapt themselves to French requirements as the Germans did.

"First of all, their minds must be impressed with the fact that for French merchants a cask is not so much a packing as material from which they expect a certain amount of service and which depreciates every year just as a manufacturer's machines depreciate. It follows therefore that French merchants first of all want a strong make. The American or Canadian on the contrary, considers the cask solely as a packing and pays no more attention to it than to an ordinary case; it is just a packing make up in view of the immediate use to which it is going to be put and in the construction of which the principal aim is to reach a very low cost price and a lightness in proportion to the wear which will be required of the cask, so as not to burden with high transport charges the liquids or spirits contained therein.

"The prototype of this manufacture is the so-called "cotton-cask" or "petroleum-cask," because, more often than not, it is used as a cotton-oil or petroleum-oil container. Its staves have an approximate length of 0·86 centimetres, a depth of 0·56 diameter (thickness 0·019). It weighs about 30 kilogrammes for a capacity of 200 to 250 litres).



EXPLANATIONS.

A—Half-hogsheads.

1. Staves—

Length, 1m. 16.

Thickness at bulge, 0·037; thickness at croze, 0·045.

2. Bottom pieces—

Thickness, 0·037; diameter, 0·86.

Weight, 150 to 160 kilos.

B—Barrels.

1. Staves—

Length, 0m. 88.

Thickness at bulge, 0·030; thickness at croze, 0·040.

2. Bottom pieces—

Thickness, 0·030; diameter, 0·58.

Weight, 50 to 55 kilos.

C. Quarter-casks.

1. Staves—

Length, 0m. 72.

Thickness at bulge, 0·028; thickness at croze, 0·60.

2. Bottom pieces—

Thickness, 0·028; diameter, 0·47.

Weight, 30 to 32 kilos.

REMARKS.—Staves are not of an uniform thickness. They are thicker at the croze than at the bulge. Note the difference of diameter existing at the bulge and at the groove. The bottom piece is not placed at the end of the crozes, but at a distance varying from 30 to 40 millimeters, according to the kind of casks.

"On account of its dimensions as well as its capacity, this type corresponds to the French one (capacity 225 litres, length of the staves 0·88; diameter of depth 0·58); the weight insisted upon by wine merchants here is of about 50 to 55 kilogrammes, the thickness of the wood varying between 0·030 at the bulge and 0·040 at the croze.

"From the French point of view, American manufacture is defective on several other points. The fact that they place groove at the very end of the croze makes repairing difficult as there is no hold; in France, an entablature of 3 or 4 centimetres is left, according to the kind of cask, half hogshead; barrel or quarter-cask.

"It is also for the purpose of rendering handling easier that a deeper curved bulge is insisted upon; its diameter is, as a general use, 20 per cent longer than the bottom pieces.

“The sketches attached to this report will show, better than lengthy explanations, the type which meets with approval on the French market.

“It is also necessary to call the attention of Canadian and American manufacturers to the choice of woods which enter into the manufacture of the casks. It should be noted that the reproach is often made that American oaks are too fibrous, not sufficiently compact, which does not allow them to carry certain liquids properly (alcohol particularly).

“The following table gives, together with the chief characteristics of French-made casks, the pre-war prices and the present prices:—

	Length of Staves.	Diameter Bottom Piece.	Weight in Kilos.	Pre-war Prices.	Present Prices.
Half-hogshead.	1.16	0.86	150	60 to 80 frs.	280 frs.
Barrel	0.88	0.58	50 to 55	25 to 30 “	45 “
Quarter-cask.	0.72	0.47	30 to 32	15 to 18 “	30 “

“To make make importation possible, it would be necessary to arrive at the prices given in the last column, delivered at a French railway station, and taking into account the cost of assembling, which reaches about 7 to 8 francs per cask for the barrels and quarter-casks, and 20 to 25 francs for the half hogsheads.

“French buyers have no criticism to offer as regards the mode of packing adopted in America. Packets of staves in sufficient number to make up five barrels, bottom pieces delivered in one complete cask, and the hoops separately. However, as regards the hoops, French buyers would prefer that they be delivered curved but not riveted, for at the time of mounting other rivets are generally required, the degree of dryness of the wood not being the same as when shipped, on account of the dampness it absorbs during the crossing.

“It is true that American manufacturers could erect shops in the ports which would allow them to deliver their casks direct to their customers without having recourse to intermediaries who are not only costly but superfluous.

“Other casks which it is practically impossible to obtain at the present time, are the casks for containing 40, 50, 100 and 200 litres of beer, which have to have staves and bottom pieces of an average thickness of 0.055 so as to allow them to stand the high pressure of the ferment. These so-called “pressure casks” are sold at fabulous prices, for a cask of 200 litres costs 200 francs. The manufacture of such containers does not appear to have been taken up in America; as a matter of fact, their manufacture in France was only carried on in Nancy practically, by the firm of Fruhingholz.

“The above sums up French requirements as regards casks: prospects of business are all the greater because the parties interested have been forced to postpone for the past three or four years, placing their orders with the two or three firms who are fairly well equipped to give them satisfaction. The average prices of the wine markets go to show that the high rates that prevail now are just as much the result of the scarcity of casks as of railway cars.

Staves “in the rough.”

There is good business to be done at the present time in staves “in the rough” for the various kinds of casks that are used. By staves in the rough, we mean staves which, being bent by steam, are neither notched nor edged off *au jable*. The operations of bending made after grooving that part of the stave which will form the bulge also serve to ascertain whether the wood is strong enough for the purpose in view. Oak which chips off at time of desiccation by steam must not be used. The outline of the curve of stave is given by the various diameters existing between the cask, measured at the bulge and at the groove. Information has already been given in regard to the sizes of the different casks.

"The length of the staves often varies, and it is impossible to give it except for the bottom staves, which, as a rule should have a width of 8 to 10 cm. It is sufficient to know that for a half-hogshead one reckons on an average of 26 staves per cask, for the barrels and quarter-casks 20 to 22; besides, it is an easy matter to figure out the width, as one knows the diameter of the cask (diameter at the bulge), and by multiplying this diameter by 3.1416 one obtains the length of circumference at the bulge.

"These rough staves could be sold in assorted widths, in quantities of 200 minimum, c.i.f. French port, payment against documents, once the manufacturer will have sent samples showing the quality of the wood used, which preferably should be white oak, homogeneous and without pores.

Beer Casks or "Pressure Casks."

There is a great demand at this moment for these casks. They must be made of fine-grained oak without pores, so that the cask is able to support a pressure of about 3 kgs. The bottom pieces should fit in the wood, that is to say the notch made to the groove should be about 0.03, half the thickness of the staves. The stave which is intended to receive the bung should have a width of at least Om. 10.

"Here are the dimensions of casks which are most in use:

(Distance from the groove to the croze, 0.08 to 0.09).

Casks of 300 lit. length:	Om.93,	diameter of bulge	Om.87,	at groove	0.75
" 210 "	Om.86,	" "	Om.76,	" "	0.64
" 250 "	Om.90,	" "	Om.81,	" "	0.67
" 150 "	Om.80,	" "	Om.70,	" "	0.58
" 100 "	Om.72,	" "	Om.65,	" "	0.52
" 70 "	Om.68,	" "	Om.58,	" "	0.48
" 30 "	Om.552,	" "	Om.45,	" "	0.37

"For the three kinds mentioned first, the thickness of the staves should be of 0.06 at the groove—0.038 at the bulge.

"For the other kinds, the thickness of the staves should be of 0.065 at the groove—0.035 at the bulge.

"The bottom parts must be made in pieces of Om.15 to Om.20 wide, the thickness to be of 0.055. After melting—Thickness of staves: 2m.15 to 2m.20; width, Om.15 to Om.20; thickness, Om.075.

NOTE: Staves packed in lots containing the number of staves required for one complete cask, bottom parts excepted.

Quotations made without loss of time on wood of good quality would stand the greatest chance of being followed by profitable business. It is to be regretted however, that the season is so far advanced.

Bulge: That part of the barrel which juts out most.

Mr. Roy reminds us that he wrote a few months ago enclosing us a criticism from the President of the Chamber of Commerce at Bordeaux to the President of the Chamber of Commerce, Paris (written in February, 1919), which reads as follows:—

"I received yours of the 14th January in due time regarding the inquiry being made by Mr. Roy, Commissioner General for Canada in Paris, regarding openings in France for Canadian barrels in the knock-down.

"From information received regarding this it would seem that these barrels would not be the kind used here for keeping wine. Up till now we have received from Canada only very common fir-tree wood barrels, which is called "spruce." The oak for casks which we received came from the United States only: Louisiana, Arkansas, Mississippi, Alabama, Texas, Georgia, Carolina and Florida. Oak-woods from Canada, if there are any, are probably of inferior quality, as cold weather is unfavourable to oak. In any case the oak pieces would, at their entry into France, pay a tax of 36 francs per ton, as worked wood, instead of 7.50, paid for wood in the rough. On the other hand also,

despite careful packing (which would again heighten cost of the pieces), it is to be feared that the joints of the staves would suffer through transport and it would be difficult to get tight casks.

"This remark applies only to casks for wine but not to other barrels for food-stuffs, i.e., flour, salt, fish, meat, certain oils, paraffin, etc., but the Bordeaux cask, which can only be made out of oak, demands very great care, not only in its type, but also in its assemblage, which is a distinct feature of our region."

Mr. Roy at the time stated, and with reason, that some of these criticisms might be met, and at least that there might be a difference of opinion where the advantage would lie as between our Canadian manufacturers and those of the United States. In any event, the barrels for food-stuffs should be seriously considered even if we should not be able to supply wine casks, but even on this item business might well be attempted as barrels and casks are used year in and year out in this country.

At the very moment of sending this article Mr. Roy informs us that an inquiry for wine barrels of Canadian make has come into his office from a large concern in the Department of Aude wine district in the extreme south of France, asking that quotations be made immediately; so that in view of this the letter quoted above need only be regarded in the light of criticism and not as precluding the possibility of import into France of wine barrels made in Canada of Canadian wood.

TRADE PROSPECTS WITH HOLLAND.

(Board of Trade Journal.)

The state of British trade in the Netherlands, though certainly not brisk, is, in the opinion of the Acting British Consul-General in the Netherlands, one of good prospects for the future. Stocks of all classes of goods in Holland were, at the conclusion of hostilities, reduced to practically nil, but during the six months after the Armistice two factors operated to cause what might almost be termed a glut in the market. These were:—

(1) The dumping of goods (particularly machinery) by Germany, aided by the low rate of the mark, and the feverish anxiety of German firms to liquidate their stocks and deposit the proceeds as far as possible in Dutch banks.

(2) Goods bought in the United Kingdom in 1915 and subsequent years which were held up by the embargo, have been arriving in Holland. Added to this there was the Dutchman's disinclination to purchase on what he regarded as a falling market, so that the difficulty of selling for immediate delivery may be easily appreciated.

On the other hand, Holland feels that the Central European Powers have emerged from the war in a weak condition economically, and she is in consequence inclined to look more to the west than to the east as formerly, and is anxious to become assured of alternative sources of supply. British firms should therefore take advantage of this tendency, as is already being done by American firms, who are making strenuous efforts to obtain a firm footing in this market. The possibility of increased trade between Holland and Scandinavia, in competition with the trade between the United Kingdom and these countries, should not be lost sight of.

It is satisfactory to note that one British bank and several important British firms have recently established branches in Holland, a course of action which will, it is hoped, not only be of direct benefit to the firms concerned, but will also be of the greatest assistance to the consolidation of British prestige and goodwill in the country.

A careful study of the possibilities of this market by competent representatives is strongly recommended to those firms who are desirous of extending their export trade, not only in articles for European consumption, but also for export to the Dutch colonies, which it is certainly most desirable that a sample exhibition and catalogue reference library should be installed at Amsterdam and Rotterdam with the least possible delay.

ELECTRICAL MACHINERY AND MATERIAL IN AUSTRALIA.

Mr. C. Hartlett, Acting Canadian Trade Commissioner at Melbourne, Australia, writes under date June 30, that he has received a letter from Mr. H. R. Harper, Chief Engineer to the Electricity Commissioners recently appointed in the State of Victoria to erect and operate a large power house on the brown coal fields, about 90 miles from Melbourne, for the generation and transmission of electricity to that city, respecting electrical machinery and material required for this undertaking. A brief account of the enterprise appeared in *Bulletin* 806 (p. 59).

Tenders for the requisite machinery and material will be called for in about nine month's time, and Canadian manufacturers will be given ample opportunity to consider the specifications and submit bids. Meantime, in order that the Chief Engineer may familiarize himself with the latest type of machinery in use in Canada, manufacturers interested are invited to submit catalogues for the following:—

Boiler house machinery, including boilers, economizers, superheaters, stokers, feed pumps, feed water heaters, steam and water pipes, steam and water valves, steam traps.

Coal and ash handling machinery, including cranes, conveyors, elevators, weighing machines, coal crushers.

Coal mining machinery—the type utilized in working open cuts, including steam shovels, land dredges, side tipping trucks with rails, ropeways, grabs, etc.

Turbo-generators.

Condensing plants, including surface, jet and other types, air pumps, circulating pumps, cooling towers, cooling sprays, travelling screens.

Fans for induced and forced draught.

Rolled sections for steel structures, including roof principals, platforms, floors, etc.

Electric storage batteries, stands and accessories.

Machine tools, travelling cranes, vacuum exhausters, air compressors.

Electrical instruments, standard and testing, pressure and vacuum gauges, temperature indicators and recorders, pyrometers, thermometers, CO₂ recorders, steam and water flow meters and recorders, Lea and other water recorders.

Switchgear—switches and all accessories, including isolating links, potential and series transformers, insulators for extra high voltage up to 110,000 volts, including control panels with instruments.

Transformers—all sizes. Voltages up to 110,000 volts.

Lightning arresters, transmission line details, all pressures up to 110,000 volts, including steel towers, conductors, insulators, sectionalizing switches, etc.

Underground cables, 3 phase—split conductor and ordinary—all voltages up to 30,000 with joint and trifurcating boxes.

Synchronous condensers for power factor correction, rotary converters, motor generators, frequency changers.

Water turbines for direct coupling to generators, Pelton wheels, Penstock's and all other details in connection with hydro-electric schemes.

Briquetting machinery, including coal-drying apparatus, crushers, compressors, conveyors, elevators, etc.

Gas producers with by-product recovery plants, apparatus for burning gas under boilers.

Retorts and other plant for the carbonization of coal and accessories for the extraction of by-products.

Coal pulverizing machinery and accessories for the burning of pulverized fuel under boilers.

COMBINATION TO MAKE LONDON THE GREATEST FUR MART.

(*The London Chronicle*.)

With the primary objects of maintaining the position of London as the centre of the raw fur industry, and of making it increasingly important as a centre for dressed, dyed and manufactured furs, there has just been formed a London Fur Trade Association, with a most influential initial membership of fur brokers, dealers and manufacturers, including the Hudson's Bay Co.

During the war New York and St. Louis have both sought to deprive London of its position as the world's mart for furs, but their hopes of success were completely dispelled at the May auction sales in the metropolis, when buyers from all parts of the globe attended and record prices were realized.

The combine of members of the trade, however, has more in mind the efforts that will be made by the Germans to revive the important sales of furs that were held at Leipzig, and it is no secret that the French and Italian furriers have urged the need for British firms to co-operate with them to counteract the German intention to make Leipzig the principal fur market.

UNFAVOURABLE CROP OUTLOOK IN THE UNITED KINGDOM

TRADE COMMISSIONER HARRISON WATSON.

London, July 15, 1919.—The Government agricultural report for England and Wales covering the period up to the end of June, which has just been published, confirms the general impression that the outlook for practically all the leading crops is most discouraging.

The damage caused by the prolonged drought has been aggravated by cold winds and other unfavourable conditions, and it is certain that all yields will be far below the average and, in certain cases, probably among the worst on record.

The position is all the more unfortunate because the food question is still one of vital importance in view of the high prices prevailing and the scarcity of means of transportation, supplemented by the demand for foodstuffs from enemy and devastated countries which is imminent.

According to the Government report, the weather has retarded growth, and the crops everywhere in England and Wales are still very backward, the effect being most marked in the case of all spring-grown crops, especially the later-sown oats, which are often a failure.

Of the three cereals, wheat is the best, but is still expected to be much below average; barley is less satisfactory; while oats are a still poorer crop and anticipated to yield barely four-fifths of an average.

Beans are the best of the pulse crops although well below average, while peas are poor. All straw is, of course, everywhere very short.

Potatoes are backward, and although it is somewhat early to predict, there must be a considerable falling-off in comparison with last year. Roots of all kinds have suffered greatly from the drought and will give small yields.

The hay harvest has given poorer results than were anticipated, although the light yield is mostly of good quality.

Hops, it is thought, should be up to the average, but prospects for fruit have deteriorated.

According to the computation of correspondents, the prospects of crops on the 1st July indicated the following probable yields per acre, an average crop being expressed by 100:—Wheat, 91; barley, 84; oats, 80; beans, 93; peas, 90; potatoes, 90; mangolds, 80; seeds hay, 80; meadow hay, 78; hops, 101.

Coincident with the report of the Board of Agriculture the *London Times* publishes its first special crop report, which is also based upon the observations of correspondents in all parts of the Kingdom, and which also include Scotland.

This report is even less favourable, the consensus of opinion being that the outlook for the crops generally is the worst for the past twenty-five years.

THE COCOA PRODUCTION OF THE EMPIRE.

The question of the production of cocoa in the different countries of the Empire, the world's consumption, and the cocoa trade of the United Kingdom, is fully discussed in an article in the current number of the *Bulletin of the Imperial Institute*. Of the many interesting points brought out two call for special mention. The first is the unprecedented growth of the cocoa industry in the Gold Coast, where the product is grown and prepared for the market entirely by the natives. The colony commenced to export cocoa in 1891 and it now produces more than one-quarter of the world's output. The other equally remarkable fact is the enormous increase in the consumption of cocoa in the United States in recent years. The consumption has trebled since 1913 and about one-half the total quantity produced in the world now goes to the States.

The quantity of cocoa produced in British countries in 1913 was more than three times the amount consumed in the United Kingdom, yet the United Kingdom only obtained about one-half of its supplies from those sources, the remainder consisting largely of South American cocoa and foreign cocoa shipped via continental countries. Not only was this the case but the United Kingdom was importing large quantities of prepared cocoa and chocolate from foreign countries which had been manufactured there from British-grown cocoa. During the war the position improved and a much larger proportion of the raw cocoa came from the Empire, no less than 86 per cent of the total imports coming from British possessions in 1917. The importance of the matter will be realized when it is stated that in 1916 the total imports were valued at no less than six and three quarter million pounds sterling.

EXCESSIVE PRICES FOR PITCH PINE IN THE UNITED KINGDOM.

The following announcement made by the Board of Trade of the British Government will be of interest to British Columbia lumbermen because Douglas fir and other British Columbia woods may be substituted for pitch pine for many purposes:—

The Controller of Timber Supplies has had brought to his notice the fact that excessive prices have been asked for yellow pine in spite of the announcement made on the 20th May last that there is no reason why the maximum prices which were in force up to 31st March last should be exceeded.

The Controller of Timber Supplies gives notice to all concerned that in the event of these excessive prices being continued he will have no option but to dispose of Government stocks direct to consumers at prices not higher than the late maximum prices.

No further notice will be given should this action be found necessary.

The Controller requests any firms who are asked for yellow pine prices higher than the late maximum prices to send full particulars to the Assistant Controller of Timber Supplies, Branch 5, 80, Newman street, Oxford street, London, W. 1. The late maximum prices for yellow pine were as follows:—

Yellow Pine (per standard of 165 cubic feet.)

	1st.		2nd.		3rd.		4th.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
3" x 12" and up.	67	0 0	55	0 0	50	10 0	44	0 0
3" x 11"	64	0 0	53	0 0	48	10 0	44	0 0
3" x 10"	58	0 0	48	0 0	44	0 0	42	0 0
3" x 9"	57	0 0	47	0 0	43	0 0	41	0 0
3" x 8"	55	0 0	45	0 0	42	0 0	39	0 0
3" x 7"	55	0 0	45	0 0	42	0 0	39	0 0
3" x 6" and down.	52	0 0	42	0 0	40	0 0	37	0 0

Pine sidings at same prices as deals and planks.

In the case of timber stored by retail yard-keepers there is no objection to the above prices being raised by not more than £4 per standard.

The following specific instances of offers made at excessive prices to timber merchants have already been brought to the Controller's notice:—

- (1) 3rd quality pine at £57 15s. 0d. for 3 x 7 x 8 to £66 0s. 0d. for 3 x 11.
4th quality, £55 12s. 6d. for 3 x 7 x 9 to £59 0s. 0d. for 3 x 10.

These prices included short railway carriage.

- (2) 3 x 11, 3rd quality, £55 0s. 0d. ex-quay Liverpool.
- (3) 3 x 7-10", 3rd quality, £53 12s. 6d. free on truck at port.
3 x 11, 3rd quality, £61 17s. 6d.
3 x 7-10", 1st quality, £70 2s. 6d.

THE GOLD AGREEMENT.

(The London Times, July 25, 1919.)

We are officially informed that an agreement between the Bank of England and representatives of the gold-mining companies of the Transvaal was signed yesterday, whereby a free market in the gold produced by these companies is re-established, thus removing the restrictions on export which prevailed during the war. This agreement has the sanction of the Imperial Government and the Government of the Union of South Africa. By virtue of this agreement it is now possible for gold to be purchased in this country through the usual channels for shipment abroad. We understand that the gold mining companies of Rhodesia contemplate availing themselves of this arrangement. Already an experimental shipment of 50,000 ounces of gold has been made to the United States of America. Owing to the premium which dollars command in relation to sterling the gold has realized about 85s. 6d per standard ounce, as compared with 77s. 9d. paid to the companies by the Bank of England.

EFFECT OF THE ARRANGEMENT.

It will be seen that the arrangement follows the lines we had foreshadowed. We have always held the view that the right solution of the question raised by the gold producers was that they should be allowed to realize their gold in the most favourable market. During the war they were under contract to sell their gold to the Bank of England at 77s. 9d. per ounce, and the profit made on its shipment abroad was secured by the shipper, which during the war was the Government. It would, of course, be difficult to assess the amount of the profit that was made, but the low state of the exchanges shows that it must have been appreciable. In future the profit made on shipments of gold abroad will be secured by the producers. It is a rather striking commentary on the Inchcape Committee's conclusion that there was no depreciation in the value of sterling that the first shipment made by the companies should have proved that the depreciation in sterling was about 10 per cent. The restoration of a free market in gold is an event of national importance, quite apart from its effect on the gold industry. It will tend gradually to raise the value of sterling in relation to foreign currencies. This means that the cost of importing goods will decline, since the pound will buy more foreign currency. Another effect will be to encourage the revival of the London bill, which will stimulate foreign trade generally. The arrangement made with the Bank of England contains certain stipulations with regard to the period of sale, but they are not important, and the agreement virtually restores complete freedom to producers to dispose of their gold. The profit over the mint price which the producers will secure will, of course, depend upon the course of the exchanges. As the value of sterling improves the profit will diminish, but in that case the companies will benefit from the increased purchasing power of sterling.

CHINA'S NEW TARIFF.

The Tariff Revision Conference sitting at Shanghai drew up a revised tariff of imports for China which went into effect on the 1st of August, 1919. The new Pacific rates represent 5 per cent of the average values of the imported merchandise during the five years from 1912 to 1916 inclusive. In case of a certain class of goods it was not found possible to fix an average value satisfactorily, and in these instances the duty will be felt on an ad valorem basis at the rate of 5 per cent.

THE MARKET FOR FRESH APPLES IN HOLLAND.

PH. GELEERD, ACTING CANADIAN TRADE COMMISSIONER.

Rotterdam, July 15, 1919.—Apples whether packed in boxes or in barrels are subject in Holland to an import duty of 5 per cent ad valorem, based on the price at which consignments are actually sold.

There is no embargo or restriction on the importation of fresh apples in this country.

No regulations exist in Holland regarding insects, pests or diseases.

Fresh apples are generally shipped to Holland on consignment. A substantial advance is frequently made to first-class shippers well known to importers. Fresh apples are sold by auction. When a shipment arrives, circulars and catalogues are sent to wholesale fruit dealers throughout the country, informing them of the arrival, date of auction and giving description of the fruit and other particulars. Auctions are, as a rule, held in the importer's warehouse (some firms have a special saleroom), but when time does not permit, they take place on the steamship company's wharf. The day or morning before the auction, dealers may examine the fruit at the wharf or in the warehouse. The buyers bid on the lot, accepting the sample narrel or box as representing the quality of the entire shipment. The smallest lots disposed of are ten boxes or five barrels. Apple receivers generally charge 5 per cent commission. The handling charges after landing until sold at auction are 12 cents per box and 20 cents per barrel. The duty is based on the price at which the consignment is actually sold.

The season for Canadian apples usually begins in the middle of October and ends in March.

Canadian apples are much liked in Holland, especially the following varieties: Kings, Baldwins, Spies, Golden Russets and Gravensteins. There is a decided preference for fruit in boxes, and each single apple should be wrapped in paper. The apples most in demand are those of good colour, red or yellow, not sweet, but firm and sound.

Notwithstanding the favourable prospects of the apple crop in Holland, it is anticipated that there will be a keen demand for Canadian apples this season in connection with the return of normal conditions, which will no doubt enable Dutch merchants to act again as distributors for Northwest Europe. The general opinion is that good prices will be obtainable for home-grown apples, and as a fair proportion of the consuming public are prepared to pay luxury prices for high-grade foreign fruit, there is every reason to believe that Canadian apples will fetch high prices.

EXPORTS TO THE OCCUPIED RHINELAND TERRITORY VIA BELGIUM OR FRANCE.

The Board of Trade Journal of July 10 contained the following:—

“The Board of Trade Export License Department announce that exporters are at liberty, should they so desire to despatch goods to the occupied territory in the Rhineland (including Luxembourg) via Belgian or French ports. In such cases, it is not necessary for the goods to be consigned to an official consignee at the seaport. It is only when exporters prefer to despatch their goods via any port in Holland that it is necessary, except in the case of free goods and foodstuffs on List C, that the goods should be consigned to the Standard Bank of South Africa, Rotterdam, for account of the actual consignee.”

The above regulation has since been amended, a dispatch from the Secretary of State for the Colonies to the Governor General of Canada, dated July 21, containing the announcement that, in view of the raising of the blockade of Germany on July 12, it is now unnecessary for goods exported to occupied territory in the Rhineland via Holland to be consigned to the Standard Bank of South Africa, Rotterdam.

INCREASE OF CUSTOMS DUTIES AND RELAXATION OF IMPORT RESTRICTIONS IN FRANCE.

(Board of Trade Journal, July 24.)

By two decrees, dated 13th and 14th June, which were published in the *Journal Officiel*, June 18, the French import prohibitions were abolished, except in the case of a restricted number of classes of commodities, the most important of which was textile goods, and in addition a system of *ad valorem* surtaxes on the French tariff rates of duty was instituted as a provisional measure, with the object of re-establishing, as far as possible, the protective incidence of the tariff, which, as was pointed out, had been greatly diminished owing to the general increase of values. (See *Weekly Bulletin* 807, p. 123.)

Two further decrees, dated 7th and 8th July, were promulgated in the *Journal Officiel* of 13th July, the first of which abolishes most of the remaining import prohibitions, and leaves only a quite inconsiderable number of goods subject to restriction as regards entry into France and Algeria. Its effect is to abolish the import prohibitions hitherto in force in respect of the undermentioned articles and classes of articles:—

- Carded and combed wool.
- Coal and coke.
- Potash.
- Coal-tar dyes and intermediate coal-tar products.
- Perfumery.
- All yarns and threads.
- Tissues (including made-up textile goods).
- Worked or made-up peltries.
- Jewellery and imitation jewellery; gold and silver wares; clock and watchmakers' wares, etc.
- Metal statuary.
- Guns and gun carriages.
- Percussion caps.
- Fireworks.
- Musical instruments and accessories and parts thereof.
- Certain "small wares."
- Lighters.
- Worked-up human hair.
- Artificial flowers, etc.

The second decree abrogates the decree of June 14, by which *ad valorem* customs surtaxes were imposed, as mentioned above, and substitutes therefor a system by which the tariff rates of duty in respect of a large number of commodities are to be multiplied by a figure known as "co-efficient of increase," which is calculated in each case to represent the relation which the official valuation of the goods of 1918 bears to the corresponding valuation of 1913. The total duty leviable in respect of each category of merchandise covered by the present decree will thus be the ordinary tariff duty multiplied by the "co-efficient" which has been fixed therefor on the above-mentioned basis. Under the present decree, in no case does the "co-efficient" or multiplier exceed 3, this figure having been adopted as a maximum for the provisional increase. An inter-ministerial commission is to be appointed which will be charged with the periodical revision of the "co-efficients."

Among the goods exempted from any increase of duty under the present measure (including certain commodities which were subject to an *ad valorem* surtax under the earlier decree) the following may be mentioned:—

- Foodstuffs, generally, and beverages.
- Raw materials (except combed or carded wool).
- Certain building material.
- Fuel.
- Certain iron alloys.
- Semi-manufactured iron and steel goods (hoops, sheets, bands, wire, rails, etc.)
- Certain chemicals.
- Marine steam engines and boilers, refrigerating plant, anchors, cables and chains, for merchant vessels.
- Certain textile machinery.
- Agricultural machinery.
- Hatmakers' braids.
- Optical and geodetic instruments.

BELGIAN IMPORT LICENSES NO LONGER REQUIRED.

(*Board of Trade Journal.*)

The Commissioner General of the Belgian Government in London announces that import licenses into Belgium are no longer required, except for wheat, flour, sugar or seeds.

THE PORT OF HAVANA.

Havana, the capital and commercial centre of the West Indies, occupies a situation nine square miles in extent on the west side of the Bay of Havana, one of the noblest harbours in the world, with deep water right up to the quays and entered by a channel three-eighths of a mile long. Population (1916), 359,000. Havana is a solidly built city, being constructed of native white limestone, and brick covered with cement. In the older sections there are many narrow streets, and the two leading retail streets are very narrow, but even in the old town there are a number of very wide residential thoroughfares and beautiful public squares, while in the new city, which has grown up at the west end, the streets are all wide. Havana has been described as a city of palaces, and there are certainly many handsome and costly residences both on the great boulevards of the old town and in the newer districts. It is the seat of a university. The principal imports are breadstuffs, provisions, machinery, coal, cement, lumber and hay; and the exports sugar, tobacco, cigars and cigarettes.

The illustration on the title-page of this number of the *Weekly Bulletin* gives a view of the city from Cabanas Fortress.

CANADIAN BUYERS WANTED FOR A LONDON (ENGLAND) FIRM.

A London (England) firm of exporters, handling principally cotton, woollens, rubber and electrical accessories, desire to appoint as their agents responsible firms in Montreal and Toronto who should also act as buyers of Canadian products on behalf of the London firm (Address H. M. Senior, Trade Commissioner, 367 Beaver Hall Square, Montreal, referring to British Trade Inquiry A. 037.)

PROPOSED FORMATION OF SUGAR IMPORT MONOPOLY IN SWEDEN.

(*Board of Trade Journal.*)

The British Board of Trade are in receipt, through the Foreign Office, of copy of a despatch from His Majesty's Minister at Stockholm, reporting that the Swedish Government have recently been authorized by the Riksdag to form a sugar import monopoly, and that it is expected that this monopoly will shortly be formed.

The reason for this step is stated to be that the Swedish beet growers having been guaranteed a comparatively high minimum price, an unrestricted import of cheap sugar would result in loss to the Government.

It is understood that the rationing of sugar in Sweden may shortly come to an end, and that, giving a large production of sugar in Sweden, the proposed import monopoly may result in a prohibition of importation of sugar into the Kingdom.

TRADE ORGANIZATIONS AND COMBINATIONS IN THE UNITED KINGDOM.

*Prepared for the Committee on Trusts by JOHN HILTON (of the Garton Foundation).
Based upon evidence given and documents laid before the Committee on Trusts.**

Section V.—The Dangers of Combination.

PITFALLS AND DRAWBACKS.

Combination holds great possibilities of economical and efficient production and of improved distribution at lower cost, but it does not invariably or necessarily ensure their attainment. It brings in its train dangers, weaknesses, and drawbacks which, under ill leadership or misguided policy, may produce injurious effects outweighing the benefits. Even on the score of productive efficiency the passing of independent firms under unified or concerted control is not all gain. Where a working unit grows beyond the compass of one man's personal detailed direction, "system" must replace that direction and system can easily degenerate into bureaucracy and red tape. What is gained in power and knowledge at the centre may be lost in freedom and strength at the circumference, and the overgrown unit is in constant danger of becoming inefficient and reactionary. That individual initiative and enterprise which went to the making of the independent businesses now amalgamated in one giant concern may no longer be stimulated or find expression when the former proprietors become salaried officials, even though they have seats on the board. Independence being destroyed, self-reliance may be weakened. Again, behind the shelter of monopoly a comfortable somnolence may descend upon the whole concern; the fear of change is a well-known characteristic of large administrations, and the large unit may become stagnant or even reactionary. There is a danger of all higher direction passing into the hands of old men and of young minds and ideas being smothered, whereupon it ensues that young men of the best type are not attracted to the business and the level of the higher personnel may gradually decline. The combine and the consolidation have as yet barely spanned a generation, and it is a commonplace that they are still trading upon the momentum of energy and business acumen developed in the formerly separate businesses under competitive conditions; whether the succession can be maintained from men brought up within the combine is a question never long absent from the minds of those upon whom the responsibility for large businesses rests.

MEANS OF DEFENCE.

Whether combination results in improved economy and efficiency or not depends upon how far the persons concerned set to work to realize the possibilities it offers; but combination implies a limitation of competition, and where competition is effectively suppressed, and a virtual monopoly is established, it is within the power of the combination to raise prices above the competitive level of "just about right." Where a large concern has what amounts to a virtual monopoly of a trade it can make profits that are not the outcome of efficiency, and can use its financial strength against any would-be rival. There are limits to the extent to which this can be done, but a powerful monopoly must be far gone, and the capital at the disposal of the new-comer must be large before an attempt at setting up a rival establishment can be made with reasonable prospect of success. A combination can fortify its position against intruders. It can come to terms with merchants or retailers that they shall not handle any but its own goods, and enforce those terms by conditional commissions and deferred rebates. It can go out to attack with "special fighting lines" anyone who tries to interfere with its trade and drive him out by under-cutting, or compel him to join the combination and conform to its schedule of prices.

* Sections I, II, III, and IV, appeared in Bulletins 807, 808, 809, and 810 respectively.

THE RAISING OF PRICES.

Most associations have been formed with the declared or implicit object of raising prices. In one important case it is bluntly stated that "The object the association has in view is that of raising or keeping up the price to the buyer . . ." but for the most part a modified phraseology is used, such as "preventing price-cutting," "avoiding cut-throat competition," "securing fair and reasonable prices," "agreeing on prices," "placing the trade on a more stable basis," "providing a fair return on capital and energy"—the contention always being that prior to the formation of the association prices were lower than they ought to have been. Any desire to raise prices above what is "fair and reasonable" is invariably disavowed. "It should be clearly understood that the objects of the association have not been to obtain unduly high prices, but to secure a reasonable profit to the manufacturer." It is explained, in some cases, rather by way of after-thought, that larger profits need not in the long run entail higher prices to the customer, but may be secured as a result of economies in production and distribution, but the immediate object, and the incentive held out to manufacturers reluctant to come in, has been higher prices. There is nothing inherently improbable in the claim that certain industries at certain times have been under-remunerated, and no blame attaches to manufacturers for combining to improve their position. But the fact that combination can be used to raise prices from low to medium suggests that it can be used to raise them still further from medium to high.

PRICE ASSOCIATIONS.

Associations which confine their activities simply to the fixing of prices are doubtless advantageous to the manufacturers or traders who comprise the association, and they may result in some advantages to the public generally in that the fluctuations of trade and waste of effort attendant upon fierce price competition are eliminated. They make a certain appeal to the contractor and retailer in that each has an assurance that his competitor is buying at the same price as himself, and all can depend in sending out estimates on a reasonable stability of the price of materials. Again, if the regulation of price by an association results in prosperity and security to an industry, it is possible that the increased profit may be spent upon improvements, so that in the long run the public may gain the advantage of cheaper goods. But unless there is community of financial interest, over and above price regulation, among the members, there is still competition, for it is to the advantage of each to increase the volume of his trade at the expense of the rest. Prices being uniform, competition becomes a matter of quality, and still more of publicity and sales effort, and expenditure in these directions can be afforded most largely by those firms whose costs of production are low. It follows that a firm that knows how to produce good articles at a low cost will keep its knowledge to itself. The fixing of prices adds little to the influences making directly for efficiency and ultimate lower cost.

PRICE COMPARISONS DECEPTIVE.

The immediate effect of price associations has avowedly been to "improve" prices. Whether in the long run the prices so raised have remained above a "reasonable" level is a question that cannot be answered. There is no standard of "reasonableness."* Moreover, figures afford little guidance as to how far prices were raised as a result of association, for the reason that the price of materials and labour and the condition of the markets is constantly changing. If materials are going down and improved plant is being introduced, it does not suffice for an association to say "we have not raised

* A definition of "reasonableness" has been given in parable form thus:—A publican, who had the painters in, sent along to them some beer which had gone off a little. Inquiring later how they found it, he was told it was "just right." He said, "How do you mean, just right." They said, "Well, Guvnor, if it had been any better we shouldn't ha' got it, and if it had been any worse, we couldn't ha' drunk it so what we say is, it was just right."

the price." The question is whether, as a result of combination, prices were higher than they would otherwise have been. This point will be of especial importance should there be a fall in the general level of prices during the next few years. Instances can of course, be quoted of rings of manufacturers, carriers, or traders deliberately conspiring to extort in an emergency fantastic prices from the public or the Government, but we are here concerned with associations presiding over, or consolidations engaged in, steady trade in normal times, and in that connection little more can be said than that the power conferred by monopoly is capable of being used to exact immoderate prices.

PRICES AND COST OF PRODUCTION.

Where an association fixes prices, and stops at that, there is unquestionably a strong tendency for prices to rise, for they will be fixed at such a level as to enable the least efficient firm of the group to pay its way. But where an association goes further, and works for the raising of efficiency throughout the industry as near as may be to the standard of the best, the schedule price may be no higher than the average of what would have ruled under continued competition.

PROFITS.

Depend upon the margin between the cost of production and the selling price. Although exceptions are not wanting, it may be said generally that the result of combination has been to increase profits. The spokesmen of combinations are at no pains to extenuate this fact—they rather point to it as evidence that combination justifies itself. The manufacturer, they explain, is an important member of the community, and it is in the national interest that his services should be adequately remunerated. They contend, further, that an ample margin of profit is indispensable to the proper conduct and development of a manufacturing business, in that it encourages and enables the manufacturer to improve his processes and methods, scrap old plant and instal new machinery, undertake structural alterations and general reorganization, and thereby result in his being able to reduce appreciably his costs of manufacture. Although the assumption made here that profits are mainly expended on improvements is by no means universally true, it is doubtless often the case that works which, in the absence of a decent margin of profit, go from bad to worse would be brought up from bad to better if the profits would allow of the necessary expenditure; but the suggestion that high prices at present are justified, in view of the low prices they will permit in the future, has something in it of the "jam to-morrow" argument which Alice found so unsatisfying.

STABILITY AND UNIFORMITY OF PRICES.

Reference may be made in passing to the good influence exerted by combinations upon the steadiness of prices and the advantages that follow from all customers, knowing that they are buying on the same terms. The following extracts will serve to illustrate this:—

"The builder, plumber, or joiner, etc., prefer regular prices, because, in tendering for a contract, they know that their competitor can only procure these materials at the same price as themselves, and they are in no danger of being out of the running through some rival having made a fortunate purchase of the raw material.

"Buyers have frequently told me that they prefer to have uniform and stable prices, and to be assured that they can buy their goods as favourably as their competitors.

"We have been asked whether we have got any objection, or whether we have found any disadvantage from prices being fixed by the association. Our answer to that question is, generally speaking, that we do not. We feel that it is an advantage to our trade as consumers and contractors to have the price steadied. It is much better for us to know what we have got to pay for stuff ahead, and have the thing properly regulated, than it is for us to be at the mercy of all sorts of jumps in prices or drops in prices, neither of which is conducive to the best interests of our trade: and, of course, it is of advantage to us financially to know what our costs are going to be, and be able to make our arrangements accordingly.

"As you know, perhaps, I am associated more or less with the steel trade, although our main interest is the engineering trade, and I have known cases where, but for the combination in the steel trade, prices would have jumped about very considerably to the disadvantage of the trade. There have been times when the prices ought to have been put up because they have been too low, but the steel trade association has felt that it would be better to steady the position rather than to put the prices up."

EFFECT ON OUTPUT.

Differences of opinion as to the effect of combination on volume of output arise from failure to perceive the difference between "supplying the demands of the market in full" and "supplying what the market will take at the price." As regards the great bulk of manufactured articles, the latter phrase alone has meaning. The records of combination naturally provide no case of manufacturers in combination curtailing the output of their wares, except for the purpose of preventing the slump in prices that would result from a glut, or of raising prices by creating a comparative scarcity. Limitation of output is quite consistent with supplying the effective demands of the consumer in full, for demand is conditioned by price, and if the price is raised by limitation of output, demand is to a greater or less degree depressed. This is accepted as a matter of course when the evils of over-production, and the useful part played by combination in preventing it, is under discussion. "More was being produced than was really required, and prices were at the lowest ebb." But there is a reluctance to acknowledge that when prices are raised the effect is likely to be a reduction in the amount produced. The effect of price on demand is, of course, uncertain and variable. The sales of some commodities, for instance, are influenced not nearly so much by their own price as by the price of the finished article, of which they form part. "The consumption of cement is not determined by its selling price at the works of the manufacturer, but by the total cost of the finished work, of which cement forms but a small part." Yet over the whole range of manufactures demand, and consequently output, are conditioned by price. Thus, while it may be said that the main effect of combination on output is not so much one of restriction as of regulation, and that its main tendency is to keep productive capacity roughly equal to effective demand and to distribute work with rough equality throughout the industry, yet the restrictive effect of higher prices on demand cannot be left out of account, and it must be recognized that in so far as combinations raise prices they occasion what amounts to a restriction of output.

EFFECT OF THE QUOTA SYSTEM ON OUTPUT.

It is confidently asserted by the promoters of "pooling" associations that the effect of the system is not to diminish output. It is explained that under the system the total output is neither fixed nor even regulated; but is free to expand or contract in accordance with the total demand. It is difficult, however, to accept this view without some reservations. Since those who increase their output beyond the average are penalized, and those who fall below the average are rewarded, it would appear that the aggregate output must tend to be less than it would have been in the absence of any "pool." Yet such statements as "there has never been a time when we have failed to supply the utmost demand of the market" are doubtless made in good faith and have a certain truth. What happens is that under the influence of the penalties and rewards prices rise, and though the whole demand at the increased price may be met, it is a demand depressed to some extent by the greater costliness of the article. This appears in every way likely to be the immediate effect of the pool system; but against it may be set the consideration that in the long run the gains of steady and equalized production in the various works composing the industry and the greater efficiency due to the removal of obstacles to the interchange of knowledge may accrue to the public in the shape of lower prices, whereupon demand may recover and output increase.

EFFECT OF THE QUOTA SYSTEM ON EFFICIENCY.

It is further contended that the pool system makes for more efficient production in that it provides an inducement to the less efficient manufacturers to let their business, or at least that part of their business for which they are worst equipped, go to the more efficient. Attention is particularly directed to the fact that the ratio of output between the different firms working under a pooling arrangement is by no means exactly maintained. The margin of profit that can be made by an inefficient firm may be so small that it will choose to close down and draw the compensation, while the firms that are manufacturing most economically may find it well worth while to do more than their quota and pay the penalty. This transference of work from the less to the more efficient firms does in fact take place to a considerable extent, and it cannot be doubted that as a result production is carried on to greater advantage, but it is not so clear that much of the advantage accrues to the general public, since the greater part of the gains of increased efficiency go in the form of compensation to the less competent producers. Free competition, it may be suggested, equally leads to business passing from the less to the more efficient, with the advantage that the retirement of the incompetent is effected without compensation. To this the reply is made that in practice the ill-endowed and ill-circumstanced manufacturer, and particularly the ill-placed small man, clings tenaciously to life and struggles along on the brink of ruin year after year, a source of weakness and danger to the whole industry and of expense and waste to the community at large. It is asserted that, with a vexatious disregard of the laws of economic science, he refuses to be eliminated, and that in practice it is quicker and cheaper to pension him off than to starve him out.

[Section VI will appear in the next number of the *Weekly Bulletin*.]

CORRESPONDENCE WITH SPANISH FIRMS.

(*Board of Trade Journal*.)

H.M. Commercial Secretary at Madrid still receives from Spanish firms the well-known complaint of past years that British firms refuse to quote c.i.f. prices in Spanish ports. One large and influential Spanish company which before the war had considerable relations with Germany, and is now endeavouring to trade with the United Kingdom, quotes the case of a British firm paying no attention to repeated requests for quotations c.i.f. Spanish port or even c.i.f. Gibraltar, prices being given f.o.b. Hull, which to the firm in question was useless.

The Spanish firm in question was even still more upset by the last paragraph of a letter which was worded as follows:—

“We shall be glad if in future you will correspond in English, French or German.”

This was interpreted by the firm to mean: “We hope you will be good enough to use any language in the world except Spanish.”

The Spanish firm would not in the least mind being asked to correspond in English, being the language of the writer of the letter, but is naturally offended if asked to use the language of a third nation, which is the language neither of the writer nor of the recipient. British firms would not hurt the feelings of Spaniards were they to ask them to correspond in English, if possible, but they do hurt their feelings when they ask them to correspond with them in French, German, etc. If British firms would endeavour to correspond in Spanish, even if it resulted in slight delay in the transmission of their post, it would certainly, in the long run, turn out to their material advantage.

PLANS FOR CONTINUED CONTROL OF FOOD PRICES IN THE UNITED KINGDOM.

(The Times, July 16, 1919.)

Mr. G. H. Roberts, M.P., the British Food Controller, speaking in London on the 15th July on the position of food supply, pointed out that there was now a unanimous call from the whole country, not only for the continuance of food control, but for its re-imposition on those commodities from which it has been lifted. In these circumstances the Government had decided that the Ministry of Food should continue for the present with full powers. He was accordingly making arrangements to regulate during the coming winter supplies, prices, and distribution of essential foodstuffs, either by Statutory Order or by arrangement with the trades concerned. The articles so controlled would comprise bread, meat, bacon, milk, cheese, butter, margarine, sugar, fish, eggs, and certain subsidiary foods of which there might be an actual or prospective shortage. As regarded consumption, it would not, he hoped, be necessary to restrict consumption by a revival of the coupon system, but they would undoubtedly have to maintain registration in the case of meat, sugar, and butter at least.

The Ministry of Food had always exercised control and was now exercising control in four ways: first, assurance of supply; secondly, distribution; thirdly, control of prices; and fourthly, control of consumption. To what extent and in what manner it would be necessary to reimpose these various methods of control upon those articles as regards which they had relaxed control he was not prepared to say at the present moment, but he could give the most definite assurance that he would not hesitate to make control the real and vital thing it was during the war if by reimposing control he could hope to prevent prices from going higher than they otherwise would do. After showing in detail that the prices of certain essential foods in Great Britain compared very favourably with those in the Continental countries he went on to discuss the future.

FUTURE COURSE OF PRICES.

He refused to make any kind of prophecy as to the future course of prices. In the face of totally conflicting expert opinions it would be the height of un wisdom to attempt to prophesy. But he would go through the various essential foodstuffs and make a few observations on each. As to wheat, the principal aim of the Wheat Commission was to effect a material reduction of the bread subsidy at an early date. This depended on the possibility of tonnage and finance becoming sufficiently fluid to enable requirements to be met by purchases in the cheapest markets, particularly Argentina and Australia where large supplies are available. He was hopeful that shipping and finance would be available.

As to sugar, the Royal Commission had purchased enough to maintain supply up to the end of this year and although sugar was being sold below present world prices this method could be continued until Government and prospective supplies were exhausted. The question was, what was to be done after the end of this year? Sooner or later the retail price of sugar would have to be made to correspond with the world prices instead of the Commission's artificial prices. Meanwhile it was proposed that the Sugar Commission should continue its present operations well over next winter.

In view of the decision that the Ministry of Food should continue in its present form and the uncertainty as to the course of supplies and prices, it was thought impossible to abandon the control of meat and livestock on September 30 as was originally intended. Continuance of control would involve the maintenance of a considerable departmental organization and almost certainly a higher price of home-grown meat than at present. Control would, at any rate, set a limit to the possible increase of prices and enable fair distribution to be secured. The Board of Agriculture accepted

the necessity for continued control. The precise arrangements to be made as to imported meat were still under consideration. The supplies of imported meat in Australasia and South America should be ample and sufficient without calling upon any North American supplies, if they could be brought into this country. Unfortunately, however, the delays in discharging refrigerated vessels in this country and also the delays in loading at the other end made it impossible to be certain that available supplies would be brought along, and we were, therefore, faced with the necessity for providing against a failure to bring to this country a full supply of frozen meat.

They could not expect any substantial resumption of Danish supplies of bacon until well into the summer of next year and would, therefore, remain dependent upon the North American market. The consumption of bacon had increased from a pre-war average of 32,000 tons a month to 44,000 tons a month, but even this higher figure could be supplied from North America at a price. The difficulty was that the price in North America was still rising, though it was difficult to forecast the future course, and opinions differed. They could not with safety rely upon obtaining supplies at the present price.

MILK, BUTTER AND CHEESE.

The Government had decided not to institute any permanent measure of milk control involving the taking over of the wholesale milk trade. They had, however, decided that the present powers exercised by the Ministry of Food should be continued, the chief of which were:—Powers to fix maximum prices in case of need; to regulate distribution in times of short supply; to license all dealers in milk; and to grade milk. In addition, local authorities would be empowered to undertake the supply of milk within their areas.

Owing to the cessation of the Siberian supply and the great decrease of the supply from Denmark they would not be able to increase the present allowance of butter and might have for some part of the winter to decrease it. The supplies of cheese would, he hoped, be adequate and the purchase of the Australian cheese would guarantee a distribution of Government cheese during the winter not less than that they had been giving recently. There were also supplies of cheese in Canada, some of which would certainly come to this market.

A considerable number of allied trades concerned in the oils and fats industry had been formed into separate associations and a system of supervision instituted for the following purposes:—(1) To restrict dealings to firms or persons licensed by the Ministry. This had been effected by statutory order containing a schedule of restricted commodities. (2) To assist the private importers in obtaining shipping for their purchases. The Shipping Controller had stated that he anticipated no difficulty in supplying freight for all requirements. (3) To regulate the arrangements with the trade for the price of manufactured products in all stages of distribution. This action had worked well, as notwithstanding the fact that raw materials were double their presupervision value, the price of margarine had barely risen.

The supplies of tea both in this country and in India and Ceylon were ample, and he had an assurance from the Shipping Controller that the shipping would be sufficient to bring the necessary supplies.

Dried fruits played an important part in a working-class family, and he might find it necessary to control supply and prices throughout the coming season, since previous experience had shown that any shortage in an article like dried fruits at once led to gambling and abnormally high prices.

Fish was 19 per cent cheaper than on July 1 last year, and it was anticipated that prices for July would show a considerable reduction on the previous month. There was, however, some evidence that retail dealers were in some instances rather reluctant to effect a prompt adjustment in their prices to the public when cheaper wholesale prices were in operation.

NEED OF INCREASED PRODUCTION.

It might be that in view of the comparative scarcity of bacon and possibly meat during the coming winter it would be necessary to revert to more drastic control of prices.

So far as supplies were concerned he looked forward to the coming winter with a feeling, if not of assurance, at any rate of optimism. As regards prices, it was different. Although he was not as pessimistic as many people on this score, at the same time it would certainly require a great effort to prevent prices from rising beyond what they were last winter. As regards this question of prices, he would say that it was not the profiteer alone who was the cause of high prices to-day. If they only had to contend with the profiteer the situation would be much simpler than it was. They could control the profiteer, but they could not control the world situation which had risen as a result of the war. As he saw it that situation was this: the energies of the entire world had been devoted during the past $4\frac{1}{2}$ years to one central task, that of destruction—destruction of life, of material, of treasure. Go where they would they would find this tale of destruction pursuing them. They would see it in finance, in the inflated state of the currency, in the unfavourable foreign exchanges, and in our enormous indebtedness. In the face of this situation there was only one thing which could possibly affect high prices, and that was increased production.

INDIA AS A HARDWARE MARKET.

(Board of Trade Journal.)

India is a particularly important market for British supplies of hardware of all kinds. Before the war India's imports of cutlery, implements, and tools (excluding agricultural and machine tools) from the United Kingdom amounted to nearly £300,000 in value, and of hollow-ware and sundry small hardware to £322,000. In spite of the larger consuming power of the Indian Empire and the consequent increased demand for imported goods, Great Britain only succeeded owing to difficulties arising from the war in supplying such goods to India in 1917 to the value of £230,000 and £107,000 respectively. The Indian market for builder's hardware, such as locks, hinges, door bolts, etc., was worth annually about £150,000 before the war, and this figure represents, approximately, the value of these imports in 1916-17, although actually the quantity imported works out at less owing to the increase in prices. In domestic hardware, including enamelled ironware, the position formerly held in the import trade by Germany and Austria has not been completely filled, although Japan has made enormous progress. Greater use has, of course, been made of home-manufactured substitutes for the foreign article. Nevertheless, a big business awaits the British manufacturer who can put a cheap article on the market. The British position has not been seriously assailed with respect to instruments and tools generally. Here it is a matter for Great Britain to continue to supply her well-known lines, keeping the price as low as possible in view of the competition of Japanese and locally produced substitutes, and of the well-finished American specialties. In cutlery it may be said the market is waiting for the full resumption of British supplies. In addition to the light hardware goods indicated above, India imports a total value of over a million pounds' worth of heavier hardware, including sugar mills, oil presses, water lifts, and dairy appliances, over three-quarters of this trade belonging to the United Kingdom. Here again American and Japanese competition is steadily increasing.

EXTENSION OF EUROPEAN CREDITS.

New York Commercial.

Certain definite facts have been established with regard to helping Europe get back on her feet. The first is that Europe will require a great deal of help from America. Another is that her merchants will be obliged to have exceptionally long credits. Still a third fact is that this is purely a banking proposition, and is one in which the Government should not be expected to take part. Although there has been a tendency to turn to the Government in every emergency, the pendulum is beginning to swing the other way, so that there shall be as little governmental interference as possible in private affairs.

Domestic borrowers are not accustomed to nor should they obtain long credits, for the reason that their turnover of capital can be accomplished much more rapidly because of the ease of transportation. Foreign credits hitherto have been just enough longer to allow for the greater time required for distribution of merchandise. Under ordinary circumstances foreigners should not be entitled to any greater favours in accommodation than home borrowers. The circumstances, however, are extraordinary and there is no disposition to raise any such question now.

To extend these longer credits to foreign buyers would place too great a strain on individual banks. It is therefore necessary to construct some new machinery to meet the situation, such, for instance, as is contemplated in Senator Edge's bill for financial corporations. Such corporations would require the participation of banks all over the country, and the House has recently passed a bill permitting Federal Reserve Banks to invest 5 per cent of their capital in such corporations. A large corporation, with practically the whole country behind it, could easily extend such credit for an indefinite period and could issue its own debentures against whatever form of security might be accepted. Home investors would not find it necessary to inquire further as to the value of their investment. Actual losses through default on the part of foreign borrowers would be very small, and such losses would be so widely distributed as to be negligible.

The probability is, therefore, that within the next few months the American public will be offered a new form of investment absolutely sound and bearing a high rate of interest. It will be necessary to educate the public as to the value of such investment—a task which will not be so difficult in view of the education it has already received in the Liberty Bond campaigns.

Such a corporation or corporations will receive their charters from the Federal Government and will bear its indorsement, and if, further, the banks throughout the country are participants, the public will soon learn that such debentures are a trustworthy and highly desirable form of investment, especially as there will be an open market for them, making them readily convertible into cash.

With the large supply of surplus funds which the people of this country will have available during the next few years, there should be no difficulty whatever in taking care of Europe's needs in a way that will enable her to get on her feet, besides providing an outlet for domestic manufactures and an excellent form of investment for surplus funds.

CANADIAN GRAIN STATISTICS.

Quantity of Grain at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending August 8th, 1919.	Wheat.	Oats.	Barley	Flax.	Rye.	Totals
	Bushels.	Bushels.	Bushels	Bushels	Bushels.	Bushels.
Fort William—						
C. P. R.	108,809	94,707	46,233	174	35,722	285,645
Consolidated Elevator Co. *	239	16,269	19,038	12,782	5,033	53,122
Empire Elevator Co.	10,943	97,571	36,010	7,751	6,122	147,434
Ogilvie Flour Mills Co.	76,764	61,248	37,254		9,164	184,430
Western Terminal Elevator Co. *	20,558	35,830	10,749	7,237	1,278	55,144
G. T. Pacific.	47,594	156,496	13,654	10,344	7,476	235,564
Grain Growers' Grain Co.	47,718	361,406	69,534		18,464	497,122
Port William Elevator Co.	11,782	171,339	21,982	13,667	5,368	224,138
Eastern Terminal Elevator Co.	11,264	28,761	772			40,797
Northwestern Elevator Co.	30,792	62,486	64,553	23	2,234	160,083
Port Arthur—						
Sask. Co-operative	62,358	168,454	42,409	21,635	6,771	301,627
Port Arthur Elevator Co.	162,209	564,694	284,540	27	31,791	1,043,261
Can. Govt. Elev., for acct. Imp. Govt. } 79,406	154,319	29,409	62	7,857	62	
Canadian Government Elevator. }			11,354		282,345	
Thunder Bay.	103,271	609,881	194,248	12,245	4,450	924,095
Davidson & Smith.	49,826	130,573	43,972		3,614	227,985
Eastern Richardson.	47,950	25,667	13,762	6,882	1,625	95,886
Total Terminal Elevators	808,003	2,739,701	928,119	104,213	146,969	4,727,005
Saskatoon Can. Govt. Elevator	64,011	165,937	5,629		5,926	235,577
Moosejaw Can. Govt. Elevator.	39,092	171,209	7,292	3,943	1,763	229,225
Calgary Can. Govt. Elevator.	33,776	80,357	24,463	526	7,435	148,653
Vancouver Can. Govt. Elevator.		58,949		220		59,169
Total Interior Terminal Elevators.	136,879	476,452	37,384	4,689	8,022	672,624
Depot Harbour					9,189	
Midland—						
Aberdeen Elevator Co.	4,996					4,996
Midland Elevator Co.	75,919	297,644			186,833	560,396
Tiffin. G.T.P.	32,899					32,899
Port McNicoll.	221,992	128,266				350,258
Collingwood						
Goderich—						
Elevator & Transit Co.			Not reported.			
West. Can. Flour Mills Co., Ltd.	147,126					147,126
Campbell Flour Mills.	123,764	3,597				129,361
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.						
Port Colborne Dom. Govt. Elevator.	143,331		24,672			168,003
" Maple Leaf Mill'g Co., Ltd.						
Prescott						
Montreal—						
Harbour Commissioners No. 1.	468,051	15,259	1,387,973			1,871,283
" " No. 2.	697,014	253,053	286,357			1,236,424
Montreal Warehousing Co.	841,644	196,609	338,749	5,997		1,382,999
Ogilvie Flour Mills Co.			Not reported.			
Quebec Harbour Commissioners.	81,099	29,288				110,387
West St. John, N.B.	235,206	7,762	51,594			292,562
Halifax, N.S.	185,575					185,575
Total Public Elevators.	3,258,616	931,478	2,089,345	5,997	186,833	6,472,269
Total quantity in store.	4,203,498	4,147,631	3,054,848	114,899	8,022	11,871,896

* Wheat overshipped.

† Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended August 8, 1919.**

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....			17,374		17,374
No. 1 Northern.....		71,935	50,198	1,094,796	1,216,929
No. 2 ".....		141,041	33,000	409,845	583,886
No. 3 ".....		106,253	27,665	549,494	683,412
No. 4 Wheat.....		123,288	1,516	531,747	656,551
No. 5 ".....		100,072	3,233	151,088	254,393
No. 6 ".....		83,338		322,200	405,538
Other.....		182,076	3,893	199,446	385,415
Totals.....		808,003	136,879	3,258,616	4,203,498
Oats—					
No. 1, C.W.....		2,701			2,701
No. 2, ".....		551,234	44,125	193,021	788,380
No. 3, ".....		447,840	40,068	407,429	895,337
Ex. No. 1 Feed.....		380,818	120,659	146,526	648,003
No. 1 Feed.....		578,944	101,424	88,570	768,938
No. 2 ".....		417,829	119,049	27,392	564,270
Other.....		360,335	51,127	68,540	480,002
Totals.....		2,739,701	476,452	931,478	4,147,631
Barley—					
No. 3, extra C.W.....					
No. 3, C.W.....		390,471	13,204	586,861	990,536
No. 4 ".....		228,680	15,538	1,022,432	1,266,650
Feed.....		80,652	1,369	91,589	173,610
Rejected.....		136,920	5,323	319,968	462,211
Other.....		91,397	1,950	68,495	161,842
Totals.....		928,120	37,384	2,089,345	3,054,849
Flax—					
No. 1, Northwestern Canada.....	62	50,702	2,205	5,997	58,966
No. 2, C.W.....		15,544	2,065		17,609
No. 3, ".....		25,055	75		25,130
Rejected.....			29		29
Other.....		12,849	315		13,164
Totals.....	62	104,150	4,689	5,997	114,898
Rye—					
No. 1, C.W.....		2,065			2,065
No. 2, ".....		89,367	7,435	99,947	196,749
Rejected.....		8,761		45,591	54,352
No Grade.....		20,386			20,386
Other.....		26,390	1,763	41,295	69,448
Totals.....		146,969	9,198	186,833	343,000
Corn.....			8,022		8,022
Total quantity in store.....		4,727,005	672,624	6,452,654	11,871,898

Quantity of Wheat and other Grain in Store at Terminal Elevator, Interior Terminal Elevators, and Public Elevators in the East on August 8, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>August 8, 1919.</i>			
Terminal Elevators.....	808,003	3,919,002	4,728,005
Interior Terminals.....	136,879	535,745	672,624
Public Elevators in the East	3,258,616	3,213,653	6,472,269
Total.....	4,203,498	7,668,400	11,871,898
<i>August 9, 1918.</i>			
Terminal Elevators.....	69,771	4,483,904	4,553,675
Interior Terminals.....	83,652	642,028	725,680
Public Elevators in the East.....	1,939,125	3,306,690	5,245,815
Total.....	2,092,548	8,432,622	10,525,170
<i>August 10, 1917.</i>			
Terminal Elevators.....	3,698,069	5,031,513	8,729,582
Interior Terminals.....	319,180	143,707	462,887
Public Elevators in the East.....	4,671,211	7,293,553	11,964,764
Total.....	8,688,460	12,468,773	21,157,233
<i>August 11, 1916.</i>			
Terminal Elevators.....	11,225,176	8,809,646	20,034,822
Interior Terminals.....	510,934	114,391	625,325
Public Elevators in the East	7,217,110	4,494,570	11,711,680
Total.....	18,953,220	13,418,607	32,371,827
<i>August 12, 1915.</i>			
Terminal Elevators.....	616,606	1,724,133	2,340,739
Interior Terminals.....	24,270	53,906	78,176
Public Elevators in the East.....	1,085,289	1,000,024	2,085,313
Total.....	1,726,165	2,778,063	4,504,228
<i>August 13, 1914.</i>			
Terminal Elevators.....	1,729,972	2,896,267	4,626,239
Public Elevators in the East.....	3,217,960	1,817,910	5,035,870
Total.....	4,948,932	4,714,177	9,662,109

ENGLISH FRUIT CROP PROSPECTS.

The following cable has been received from Mr. J. Forsyth Smith, Canadian Fruit Commissioner, Liverpool:—

“First comprehensive report English fruit crops just out; 254 reports received from representative growers, 116 reporting an average crop, 83 over average and 55 under average, as against 22 average, 6 over average and 206 under average in 234 reports in 1918; and 247 average, 68 over average and 44 under average in 259 reports in 1917. Plums and pears not equal to crop of 1917, but much better than in 1918.”

PROSPECTIVE APPLE PRICES IN GREAT BRITAIN.

The following message has been received from Mr. J. Forsyth Smith, Canadian Fruit Commissioner, Liverpool:—

“Nothing official yet, but expect maintenance of last year's apple price maximum with standard barrel, minimum weight 130 pounds, 67s. 8d. Impossible to arrange third grade differential. English apple crop outlook improving. Good average crop.”

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East for the week ended August 8, 1919.

TERMINAL ELEVATORS.

—	Wheat Bush.	Oats Bush.	Barley Bush.	Flax Bush.	Rye Bush.	Total Bush.
Receipts.....	384,216	606,612	427,011	14,163	15,514	1,447,516
Shipments:						
Lake	403,156	193,745	699,825	47,118	.....	1,343,844
Rail	51,413	53,450	7,787	7,641	.....	120,291

INTERIOR TERMINALS. ELEVATOR.

—	Wheat Bush.	Oats Bush.	Barley Bush.	Flax Bush.	Rye Bush.	Total Bush.
Receipts.....	12,332	20,234	4,898	.....	Corn 1,096	38,760
Shipments:					Rye 3,500	
Rail	112,051	86,697	5,748	.....	.....	203,996

PUBLIC ELEVATORS IN THE EAST.

—	Wheat Bush.	Oats Bush.	Barley Bush.	Flax Bush.	Rye Bush.	Total Bush.
Receipts	549,397	61,393	584,104	.....	.....	1,194,894
Shipments:						
Water	448,662	.....	473,591	.....	.....	872,253
Rail	284,928	383,481	28,635	.....	44,858	741,901

RECAPITULATION.

—	Wheat Bush.	Oats Bush.	Barley Bush.	Flax Bush.	Rye Bush.	Total Bush.
Receipts	946,145	688,239	1,016,013	14,163	Corn 1,096 15,514	2,681,170
Shipments:						
Water	851,818	193,745	1,123,416	47,118	.....	2,216,097
Rail	448,392	519,627	42,170	7,641	48,358	1,066,188

Quantity of United States Grain in Store at Public Elevators in the East for week ending August 8, 1919.

—	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....	.....	25,460	.....	242,849	40,820	309,129
Aberdeen Elevator Co. ....	.....	None	.....	None	None	None
Midland Elevator Co. ....	.....	320,200	.....	.....	.....	320,200
Port McNicoll.....	.....	39,264	.....	.....	.....	39,264
Port Colborne .....	.....	.....	.....	.....	.....	.....
Dom. Govt Elev	391,942	.....	.....	.....	.....	391,942
Harbour Commissioners No. 1. ....	.....	.....	108,426	123,655	1,014	108,426
" " No. 2. ....	.....	65,755	.....	.....	.....	196,424
Total Public Elev	391,942	450,679	108,426	372,504	41,834	1,365,385

NEW INCORPORATIONS.**Dominion.**

J. H. Connor and Son, Limited. Incorporators: Ainslie Wilson Green, solicitor; William Hancock Johnston, law clerk; Bertha Anna Cowan, book-keeper; Margaret Pennoek and Hendry Ettie Fuller, stenographers—all of Ottawa. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Ottawa.

Roberts Automatic Connector Company, Limited. Incorporators: John William Roberts, inventor; John Garroch, coal dealer; Thomas Henry Robinson, engineer; Marshall Augustus Sanders, agent; and Andrew Carson, railway employee—all five of Sarnia; Richard Emil Allan of Battle Creek, Mich., locomotive engineer; Mathew Martin Kerr, manufacturer; and Enoch Smith, banker, both of Detroit, Mich., and George Randall, Pontiac, Mich., mechanic. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Sarnia.

Cane Mola Company of Canada, Limited. Incorporators: Henry Winfield and Marcus Meyer Soerber, advocates; Sarah Miller and Fanny Winfield, stenographers, and Laurence Tannenbaum, notary—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

The Henry McMullen Company, Limited. Incorporators: Eratus Edwin Howard, Jacob DeWitt, Orville Sievwright Tyndale and Wilbert Harvard Howard, advocates; and Henry Charles McNeil, accountant—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal.

Bramsons Auto Service, Limited. Incorporators: Henry Winfield and Marcus Meyer Sperber, advocates; Sarah Miller, Fanny Winfield and Elsie Bramson, stenographers—all of Montreal. Capital \$400,000, divided into 4,000 shares of \$100 each. Chief place of business, Montreal.

H. A. T. Lumber Company, Limited. Incorporators: Joseph Michel Arthur Valois, physician; Louis Joseph Boileau and Antoine Boileau, notaries; Rose La Fontaine, stenographer; and Joseph René Renaud, advocate—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Nova Scotia.

Little Brook Shipbuilding Company, Limited. Capital \$80,000, divided into 800 shares of \$100 each. Registered office, Church Point, Digby.

Scotia Maiden Company, Limited. Capital \$125,000, divided into 1,250 shares of \$100 each. Registered office, Halifax.

Mary G. Duff Shipping Company, Limited. Capital \$70,000, divided into 700 shares of \$100 each. Registered office, Bridgewater.

Steam Trawlers, Limited. Capital \$200,000, divided into 400 shares of \$500 each. Registered office, Halifax.

The National Fish Company, Limited. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Registered office, Halifax.

Hydraulic Construction Company, Limited. Capital \$100,000, divided into 1,000,000 shares of 10 cents each. Registered office, Halifax.

Promotion Beam Trawling Company, Limited. Capital \$175,000, divided into 1,750 shares of \$100 each. Registered office, Halifax.

TENDERS INVITED.**South Africa.****SOUTH AFRICAN RAILWAYS AND HARBOURS.**

The Commercial Intelligence Branch of the Department of Trade and Commerce is in receipt of tender form No. 210 for the supply of copper tubes for the South African Railways and Harbours. Tenders close on 8th September, 1919. Canadian manufacturers interested are invited to communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (Refer File 19607.)

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER. VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

1962. **Manufactured goods.**—A London firm of coal factors desire to take up agencies for Canadian manufactured goods capable of being handled in conjunction with their present business. The following is a list of suitable articles:—

- Cranes.
- Weldless steel tubes for boilers, etc.
- Valves.
- Pumps.
- Lubricating and other oils, oils and greases for soap and candle makers.
- Electric wires and cables.
- Rolling machines.
- Steel plates, angles and rails (tram and railway).
- Axles and tires, fishplates and springs.
- Hauling, winding and general mining machinery.
- Ventilating fans, and coal-cutting machinery.
- Wire ropes.
- Mechanical lubricators.
- Steam turbines.
- Turbo-generator sets.
- Economizers.
- Electric switchgear.
- “ and steam motors.
- Suction gas plants.
- Iron castings (manhole covers, etc.)
- Cast-iron and steel pipes and connections.
- Air compressors.
- Superheaters.
- Accumulators and batteries.
- Internal combustion engines.
- Apparatus for adapting boilers and furnaces for burning oil both alone and as auxiliary to solid fuel.

1963. **High resistance wire.**—A London firm would like to get into touch with Canadian manufacturers of electric high resistance wire.

1964. **Wire, wire nails, clips, hardware, kraft paper.**—A London firm wish to get into communication with Canadian manufacturers of wire, wire nails, wire stationery clips, heavy hardware, kraft paper, and other lines.

1965. **Skewers.**—Inquiry is made by a London firm of toy manufacturers for names of Canadian makers of turned wood meat skewers; also turned poles, from 2 inches to 4 inches in diameter.

1966. **Furniture veneers.**—A Swiss firm are in the market for furniture veneers, and would like to get into touch with Canadian manufacturers.

1967. **Agencies.**—A Canadian business man, now resident in London, England, desires to communicate with Canadian manufacturers wishing to market their products in Great Britain and the continent. Also with well-established merchant houses who wish to open up trade connections on that side of the Atlantic.

1968. **Kraft paper.**—A Glasgow firm ask for c.i.f. prices on car lots of the above.
1969. **Ivory and pearl buttons.**—A Glasgow firm whose supply of the above from the United States has been shut off by restrictions, ask to receive samples and quotations from Canadian exporters.
1970. **Picture mouldings.**—A Glasgow firm ask to be placed in touch with exporters of picture mouldings.
1971. **Oil-heating and cooking stoves.**—An Edinburgh firm make inquiry for oil-heating and cooking stoves of the "Perfection" type.
1972. **Sweetened condensed milk and condensed milk powder.**—A Glasgow firm ask to be placed in touch with Canadian exporters.
1973. **Files and rasps.**—A Glasgow firm ask to be placed in touch with exporters of files and rasps.
1974. **Agricultural tool handles.**—A Glasgow firm are in the market for considerable quantities of agricultural tool handles.
1975. **Broom handles.**—A Glasgow firm are interested in importing broom handles.
1976. **Washboards, clothes pegs and household woodenware.**—A Glasgow firm ask to be placed in communication with Canadian exporters.
1977. **Kraft paper.**—A Glasgow firm make inquiry for kraft paper.
1978. **Woodworking machinery.**—A Glasgow firm would like to hear from exporters of woodworking machinery, saw benches, band-saw machines, planing machines, mortising machines, etc.
1979. **Cycle accessories.**—A Glasgow firm ask for catalogues and prices for cycle accessories such as lamps, frames, bells, chains, etc.
1980. **Gramophones, etc.**—A Glasgow firm are in the market for gramophones and gramophone motors that can meet existing competition.
1981. **Automobile accessories.**—A Glasgow firm ask for catalogues and price lists of automobile accessories such as horns, mechanical and electric, tire pumps, lamps, hub caps, cap and sundry spanners, etc.
1982. **Aluminium billets.**—A Glasgow firm ask for quotations on 300 tons of aluminium billets.
1983. **Homespun.**—A firm in Barbados are desirous of getting in touch with Canadian manufacturers of homespun.
1984. **Underwear.**—A firm of commission merchants in Barbados are desirous of representing a Canadian firm for underwear.
1985. **Flour.**—A firm of commission merchants in Barbados wish to get in touch with Canadian flour mills who desire to be represented in the West Indies.
1986. **Bacon and ham.**—A firm of commission merchants in Barbados are desirous of representing a Canadian house for bacon and ham.
1987. **Flour and cereal products.**—A firm of manufacturers' agents in Barbados desire to be put in touch with Canadian mills that manufacture flour and cereal products who conduct their own trade, and preferably those on Atlantic ports.
1988. **Canned meats.**—A firm of manufacturers' representatives wish to represent in Barbados a Canadian packing house for canned meats, who do their own export trade.
1989. **Canned fish.**—A firm of manufacturers' representatives in Barbados wish to be put in touch with Canadian shippers of canned fish, who export direct and not through commission houses. Firms on Atlantic seaboard preferred.
1990. **Cement.**—A manufacturers' representative in Barbados wishes to represent a Canadian firm for Portland cement.
1991. **Wire nails.**—A manufacturers' representative is desirous of representing a Canadian firm for wire nails.
1992. **Flour.**—A manufacturers' representative in Barbados wishes to be put in touch with Canadian flour mills who desire to do an export trade.
1993. **Sulphate of ammonia.**—A manufacturers' representative in Barbados wishes to be put in communication with shippers of sulphate of ammonia.

1994. **Dried apples and apple waste.**—A Rotterdam firm of fruit importers would like to get in touch with Canadian exporters of dried apples and apple waste.

1995. **Windmills and pumps.**—A French importer of windmills and pumps into Morocco, would like to have catalogues and price lists on above articles from Canadian exporters.

1996. **Alimentary products.**—A Paris importer desires to ship into France the following alimentary products from Canada: Sugar, salmon (canned), cheese, butter, lobster (canned).

1997. **Paper.**—A society in Paris with capital of 1,500,000 francs, are large importers of paper into France. Would give very important orders in satin white paper for printing and are desirous of obtaining quotations and samples.

1998. **Paper.**—A society with 1,600,000 francs capital wish to secure agencies for France of Canadian papermakers, manufacturing specially fine papers and coated papers. Can correspond in either English or French.

1999. **Trade newspaper.**—A Trade newspaper in Paris desires to have a correspondent in each large city of Canada. This newspaper stands at the disposal of all Canadian business men, agriculturists, merchants and manufacturers to supply them with any information they may require on France.

2000. **Hardware.**—An agent in Vincennes, France, who represents English hardware concerns, wishes to secure agency of Canadian hardware manufacturers for France, and would also take agencies for any Canadian specialties.

2001. **Fish.**—A fish dealer of Paris wishes to obtain the names of Canadian fish dealers so as to import into France.

2002. **Hardware, metallic putty.**—A firm in the South of France is desirous of getting in touch with Canadian hardware manufacturers for importation into France of general hardware, and metallic putty especially. This firm is in position to give orders for large quantities.

2003. **Agencies.**—An importer of Paris wishes to secure the agencies of Canadian exporters for France and its colonies in the following lines: Fish, alimentary products, fruits, boots, and typewriters. This man has exhibition rooms for showing goods, and active agents.

2004. **Food products, etc.**—Merchant for general groceries in Nantes, France, wants to get into touch with Canadian manufacturers of food products, jams, dried fruits, etc.

2005. **Representation.**—A large society of French industrials has in view the direct representation in France of foreign manufacturers in all sorts of raw material or manufactured goods and is asking quotations on:—

(a) Salt, provisions, canned meats and fish, oils and fats.

(b) Automatic machines of all sorts. Is specially looking for all sorts of machines or apparatus in connection with the manufacture or polishing, etc., of table knives, pocket knives or razors; the manufacture of screws, bolts and screw nuts, mining machinery. Would be interested in introducing on the market safety lamps for miners, electric lamps, paraffin friction igniters, paraffin igniting strips, and metal spark igniters.

(c) Leathers and shoes. Has large demands for sole leathers, black and tan box-calf, ladies', gentlemen's and children's working and dress shoes.

(d) Toys, house furnitures and stationery.

2006. **Crystallized fruits and canned goods.**—A London firm is desirous of getting into touch with Canadian manufacturers of sugared and crystallized cherries, and crystallized fruits of all kinds from whom they can purchase supplies. They are also interested in canned goods of all kinds (fruits, vegetables, fish, meats).

2007. **Canned fish.**—A London firm with agencies in India, Australia and New Zealand, desire the addresses of Canadian packers of canned fish of all kinds, especially those who are not already represented in the United Kingdom.

2008. **Glassine paper.**—A London firm ask for the addresses of Canadian manufacturers from whom they can purchase supplies of glassine paper.

2009. **Chocolates.**—A London firm of import and export merchants wish to get into touch with Canadian manufacturers who can fill orders for milk chocolates and assorted chocolates.

2010. **Fencing wire.**—A Johannesburg firm of engineering agents with offices and stores in all the principal towns of South Africa wish to secure a direct agency for the following:—

Oval baling wire—black and galvanized, coils of 25 and 50 pounds, in gauges 10 x 12, 12 x 14, 14 x 16.

Barb wire—In 14 gauge, 2-ply, 4 points, barbs 3" apart, in reels of 600 yards. In 13 gauge, 2-ply, 4 points, barbs 6" apart, in reels of 500 yards, 85 pounds gross each. In 13½ gauge, shorthorn barbs (4-point). Barbs, 6" apart in reels of 60 pounds—500 yards. Barbs, 3" apart in reels of 69 pounds—436 yards.

Also high strain fencing barb wire, 12½ gauge in reels of 500 yards—37 pounds per reel.

All correspondence is requested to be marked "Confidential" on the envelope, and full particulars *re* prices, and if possible samples should be submitted.

2011. **Wire nails.**—A South African firm of engineers ask for correspondence with a view to agency from Canadian manufacturers of wire nails.

2012. **Steel wire mesh for reinforced concrete work.**—A South African firm of engineers wish to obtain the agency for a Canadian steel wire mesh for reinforced concrete work. Illustrations of the type and style of materials required on file with the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

2013. **Mining shovels.**—A Johannesburg firm of engineers and manufacturers' representatives ask for correspondence with a view to agency, for a Canadian mining shovel. These must be round nose, solid backs and of well tempered steel, strapped and solid sockets, fitted with strong hickory handles, with "D" crutch handle, double-riveted. Weight of shovel complete about 5 pounds. This firm state that if a suitable shovel can be obtained they are prepared to handle large quantities. A sample would be appreciated, and correspondence marked "Confidential," giving c.i.f. quotations to Port Elizabeth, Durban and Delagoa Bay is asked for. For shipment shovels must be packed one dozen to the bundle.

2014. **Sheets.**—A South African firm of engineering agents ask for correspondence (marked "Confidential"), with full details *re* prices, etc., from Canadian manufacturers of galvanized flat sheet and corrugated iron in the usual gauges and lengths, and black sheet flat in ordinary size sheets, also mild steel sheet in $\frac{1}{8}$ inch, $\frac{3}{8}$ inch, $\frac{1}{2}$ inch, $\frac{3}{4}$ inch, and up to $\frac{3}{8}$ inch thick, in 8-foot by 3-foot and 8-foot by 4-foot sheets.

2015. **Wallpaper.**—A Manchester firm are anxious to hear from Canadian makers of plain paper suitable for the manufacture of wallpaper. They require the papers in weights of 11, 12, 13 and 16 ounces per piece of 12 yards, 22 inches wide. (Samples at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.) The samples show the various shades required, all of which are to be the same quality as the white Nos. 2, 3 and 4. Any of the samples which differ in quality and substance from these are only given for the shade.

2016. **Paper and millboard.**—A papermakers' agent of London, England, desires to be brought in touch with Canadian paper or board mills having tonnage for export.

2017. **Agencies.**—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: Woodenware, domestic and general, brooms, brushes and mops; furniture, office and domestic; domestic labour-saving appliances, hollow metalware and domestic utensils, bolts, nuts, rivets, nails, and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

2018. **Glass bottles, shooks, and canned goods.**—A London company are desirous of exchanging correspondence with Canadian manufacturers of glass bottles, shooks and canned goods, seeking export trade.

2019. **Oil baize.**—A London company are open to purchase large supplies of oil baize—also known as “American leather”—and invite samples and prices from Canadian manufacturers able to fill orders.

2020. **Paper board and fibre board.**—A London firm ask for the addresses of Canadian manufacturers of paper board and fibre board who can fill orders.

2021. **Motor ploughs.**—A London company inquire for the names and addresses of Canadian manufacturers of motor ploughs in a position to export to Uganda.

2022. **Provisions, textiles and hardware.**—A Portsmouth firm are desirous of getting into touch with Canadian shippers of provisions (i.e. bacon, jam, canned goods, etc.), seeking export trade, also textile fabrics and hardware goods.

2023. **Textiles, soap and perfume, boots and shoes, canned goods.**—A London firm of manufacturers' agents wish to secure for the United Kingdom, France, Belgium and Holland, the representation of Canadian manufacturers of hosiery, underclothing, dress material, soap and perfume; boots and shoes; and also canned meats, fruits and fish.

2024. **Bolts and nuts.**—An important London hardware company who are large buyers of bolts and nuts invite offers from Canadian manufacturers.

2025. **Douglas fir.**—A firm in the South of England invite quotations from Canadian manufacturers of Douglas fir for the following specification, delivered London or Southampton: 100 standards, or say 15,500 cubic feet in sizes 3 x 2; 4 x 2; 5 x 2; 6 x 2; 7 x 2; 8 x 2; and 9 x 2; good sound structural timbers, and about one-third of the quantity in planed boards about 6 x 1. The length should be an average of at least 17 feet and the quality must be of the best.

2026. **Representation in Australia.**—A commission merchant in Brisbane Australia, who has had an extensive indenting experience and a thorough knowledge of conditions pertaining to the Australian market as well as several years' buying experience in the London market, wishes to represent Canadian manufacturers in the following lines: Boots and shoes, rugs and carpets, linen and manufactured products, novelties, fancy goods, cotton manufactured goods, etc., linoleum, oilcloth, hosiery and underwear.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representa-

tive of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. **Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household wooden-

ware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 **R.S.** Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 **R.S.**—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 **R.S.**—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 **R.S.**—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Megantic, White Star-Dominion Line, about August 23; *Melita*, C.P.O.S. Line, about August 29; *Rimouski*, White Star-Dominion Line, about August 31.

MONTREAL TO LONDON.

Inkula, Cunard Line, about August 24; *Cornish Point*, C.P.O.S.-Furness Line (Furness), about August 25; *Verbania*, Cunard Line, about August 26; *Tunisian*, C.P.O.S. Line, about August 28; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about September 5; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about September 6; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about September 10.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about September 10.

MONTREAL TO GLASGOW.

Saturnia, Anchor-Don Line, about August 13; *Corsican*, C.P.O.S. Line, about August 23; *Cassandra*, Anchor-Don Line, about August 23; *Montcalm*, C.P.O.S. Line, about August 29; *Cabatia*, Cunard Line, about September 2; *Scotian*, C.P.O.S. Line, about September 10.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Vellania, Cunard Line, about August 24; *Monmouth*, C.P.O.S. Line, about August 28; *Verentia*, Cunard Line, about August 30; *Pretorian*, C.P.O.S. Line, about August 30.

MONTREAL TO MANCHESTER.

Manchester Division, Manchester Liners, about August 30; *Manchester Importer*, Manchester Liners, about September 4; *Manchester Mariner*, Manchester Liners, about September 14.

MONTREAL TO HULL

Grampian Range, Furness Line, about August 23.

MONTREAL TO LEITH.

Cairndhu, Thomson Line, about August 30.

MONTREAL TO BELFAST.

Ballygally Head, Head Line, about August 28; *Milmore Head*, Head Line, about August 31.

MONTREAL TO ST. NAZAIRE (FRANCE).

Cape Corso, Can.-French Line, about August 25.

MONTREAL TO HAVRE (FRANCE).

Wisley, Canadian-Trans-Atlantique Line, about September 10.

MONTREAL TO BUENOS AIRES AND MONTEVIDEO.

Clan Skene, Houston Lines, about September 25; **Canadian Pioneer*, Can. Govt. Merchant Marine, Ltd., about September 10; a Steamer, Houston Lines, about September 15.

*Buenos Aires only.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.
Benguela, Elder-Dempster Line, about August 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).
Wangaratta, New Zealand Shipping Co., about August 23.

MONTREAL TO BARBADOS AND TRINIDAD.

Canadian Warrior, Can. Govt. Merchant Marine, Ltd., about August 26; *Canadian Recruit*, Can. Govt. Merchant Marine, Ltd., about September 16.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Trader, Can. Govt. Merchant Marine, Ltd., about August 27; *Canadian Sailor*, Can. Govt. Merchant Marine, Ltd., about September 13.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSEERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaudiere, Royal Mail Steam Packet Co., about August 22; *Caraquet*, Royal Mail Steam Packet Co., about September 5; *Chaleur*, Royal Mail Steam Packet Co., about September 19.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, MANILA AND HONG KONG.

Protesilaus, Blue Funnel Line, about September 5; *Tyndareus*, Blue Funnel Line, about September 29.

VICTORIA TO UNITED KINGDOM PORTS.

Orator, Harrison Direct Line, about August 22.

VICTORIA TO YOKOHAMA, KOBE, MOJI, MANILA, AND SINGAPORE.

Chicago Maru, Osaka Chosen Kaisha, about August 23.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND SINGAPORE.

Arabia Maru, Osaka Chosen Kaisha, about August 30.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Katori Maru, Nippon Yusen Kaisha, about September 2.

From Vancouver.

VANCOUVER TO FIJI, AUSTRALIA, AND NEW ZEALAND.

Makura, Canadian Australasian Royal Mail Line, about September 6; *Niagara*, Canadian Australasian Royal Mail Line, about September 16.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Asia, C.P.O.S. Line, about September 4.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Bessie Dollar, Robert Dollar Co., about August 30.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifuns kaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

Report of the Department of Trade and Commerce. (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:

Chinese Markets for Canadian Products.
The Trade of South China.
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Toy Making in Canada.
The Timber Import Trade of Australia.

Patent Office Records. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan (1914).
Export Directory of Canada (1915).
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Out of Print.

Commercial Intelligence Service (Supplement to Weekly Bulletin).
Canada and the British West Indies (1915).
Review of Commercial Intelligence Service (1916).

Bureau of Statistics.

The Canada Year Book.
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:

Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Voy. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.

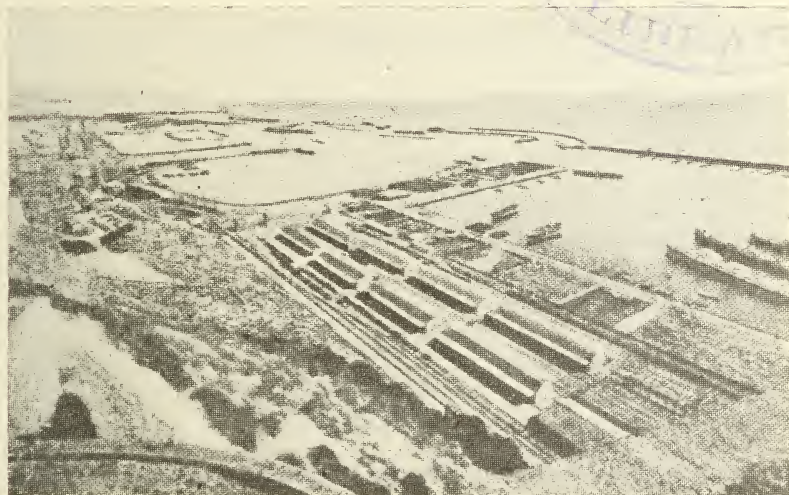
Population and Agriculture (Prairie Provinces). (1916.)
Postal Census of Manufacturers (1916).
Criminal Statistics, 1916.
Special Report on Foreign-born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Birdseye View of the Port of Barcelona. (See page 390.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, August 25, 1919.

No. 812

THE BRITISH PREFERENTIAL TARIFF RATES.

The following cablegram, dated August 14, received from the Canadian High Commissioner's office, London, England, was published in the last number of the *Weekly Bulletin*:—

"Finance Act nineteen nineteen published to-day preferential rates on and after first September. Following is copy of schedule: Tea, cocoa, coffee, chicory, currants, dried or preserved fruit within the meaning of section eight of the finance number two act nineteen fifteen, sugar, glucose, molasses, saccharin, motor spirit, tobacco, five-sixths at full rate. Articles chargeable with new import duties imposed by section twelve of finance number two act nineteen fifteen two-thirds of full rate. Wine—not exceeding thirty degrees proof spirit—sixty per cent of full rate; exceeding thirty degrees proof spirit, sixty-six and two-thirds per cent of full rate. Sparkling wine in bottle additional duty seventy per cent of full rate. Still wine in bottle, additional duty fifty per cent of full rate. Spirits rates equivalent to full rates as chargeable under this Act up to September first, nineteen nineteen. Goods must be consigned from and grown, produced or manufactured in British Empire, proportion value in British material and labour in accordance with Board of Trade regulations. Other minor modifications."

In continuation of the above, the following cablegram from the High Commissioner's office, dated August 15, was received:—

"Further to our cable yesterday customs regulation published this morning states that to enable goods obtain benefit preferential tariff at least twenty-five per cent of total value must be result of labour within British Empire. Section eight subsection two of Finance Act reads as follows: Where the Board of Trade is satisfied as respects any class of goods to which the preferential rates apply that those articles are to a considerable extent manufactured in the British Empire from material which is not wholly grown or produced in the Empire, the Board may by order direct that the preferential rate shall be charged only in respect of such proportion of those goods as corresponds to the proportion of dutiable material used in their manufacture which is shown to have been grown or produced in the Empire. In connection with this customs regulation says no part of such goods shall be deemed manufactured in British Empire unless at least five per cent of total value of goods is result of labour within Empire. Value shall be cost to manufacturer at factory and shall include value containers and other forms interior packing ordinarily sold with article when sold retail. In calculating proportion of value resulting from labour within Empire there may be included under head of labour the cost to manufacturer of materials purely Empire origin entering into composition of article. Inquired Board Trade to-day, who say their regulation sixty per cent labour and material admissible under general license as cabled you twenty-ninth July remains in force for the present."

WITHDRAWAL OF BRITISH IMPORT RESTRICTIONS.

The following cablegram, dated August 19, has been received from the Canadian High Commissioner's Office, London, England: "Premier announces all import restrictions withdrawn as from September 1. Special measures to be taken to prevent dumping and protect key industries."

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

G. E. Johnson, Rio de Janeiro.. . . .	Left Canada for Brazil, August 15, via England.
B. S. Webb, Buenos Aires.. . . .	Now travelling in Ontario.
D. H. Ross, Melbourne.. . . .	Now travelling in Ontario.
J. E. Ray, Manchester.. . . .	Sailed for England August 15.
W. A. Beddoe, Auckland.. . . .	Travelling in the Maritime Provinces.
W. J. Egan.. . . .	Now in Montreal.
Harrison Watson, London.. . . .	Will arrive in Ottawa about September 15.
H. R. Poussette.. . . .	Will leave Canada in September on a trip to Oriental countries.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

INCREASE OF CUSTOMS DUTIES IN FRANCE AND ALGERIA.

As was notified in the last number of the *Weekly Bulletin*, page 337, by a French Presidential Decree of the 8th July the customs duties on a large number of manufactured goods on importation into France and Algeria were increased. The *Board of Trade Journal*, in further reports on this subject in the issues of 31st July and 7th August, says: For this purpose, for each category of goods specified in the tariff a "coefficient" or multiplier was fixed representing the relation between the values of the goods in 1913 and 1918 according to the official valuations laid down for those years by the Permanent Commission on Customs Values. The present rates of duty are, therefore, the specific rates contained in the pre-war tariff multiplied by the "coefficient" (varying from 1.1 to 3) attributed to the class of article concerned.

A parliamentary return (Cmd. 273) entitled "France and Algeria: Increase of customs duties," which has recently been published by the Board of Trade, contains a translation of the Decree preceded by a translation of the ministerial report, explaining its nature and object, together with a statement showing in detail the French tariff rates of duty on the articles affected by the increased duties and the "coefficient" or multiplier established in each case. (A copy of this return is on file at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. Information regarding any particular item will be furnished on application.)

Application of the Increased Customs Duties.

H.M. Embassy at Paris reports as follows with regard to the application of the Decree of 8th July and of the Decree of 14th June, by which *ad valorem* surtaxes were imposed. It will be remembered that the Decree of the 8th July superseded that of the 14th June.

1. Goods shipped or despatched direct to a French port before 18th June are subject neither to the *ad valorem* surtaxes of the Decree of 14th June nor to increased duties under the Decree of 8th July.

2. Goods shipped since 18th June, but arriving after the date on which the increased duties of the Decree of 8th July took effect,* can, according to a circular issued by the Customs authorities, claim to pay the *ad valorem* surtax, if such should be more favourable.

3. Goods which did not figure in the Decree of 14th June, but are included in the Decree of 8th July,† should not, according to the Customs circular, pay the increased duties of the latter Decree if they were shipped direct to a French port before 13th July.

* The Decree of July 8, published on July 13, took effect formally on the date of publication of the Decree, or as soon as local customs authorities outside Paris had official cognizance of the publication of the Decree.

† Such as yarns, tissues, embroideries, made-up textiles, dyes, coal-tar chemicals.

4. Goods included in the Decree of 14th June, but omitted from the Decree of 8th July (e.g., worked cork), revert to the rates of the ordinary tariff, unless they were declared to the French Customs before 13th July (i.e., goods shipped on and after 18th June and declared for duty prior to 13th July, are subject to *ad valorem* surtax if the goods were covered by the Decree of 14th June).

By the term shipped or despatched direct to France, the Customs authorities mean placed on board a ship sailing for France (or Algeria), as evidenced by the ship's documents.

Application of the "Coefficients of Increase" under Decree of 8th July.

In a recent French Customs circular, officers of the Customs are notified that the application of the Decree of 8th July (under which the tariff duties are to be multiplied by a "coefficient" varying from 1.1 to 3) will not modify the weight basis on which goods are dutiable under the tariff itself, i.e., on *gross weight*, *net weight*, or *demi-gross weight*, as the case may be.

The "coefficient" is to be used to multiply the total *normal* duty; thus, in the case of "other made-up goods of tissues" (Tariff No. 460 *sex*), a single "coefficient" (2.4) operates, and no account is to be taken of the "coefficient" prescribed for the particular issue used; the duty resulting from the application of the ordinary tariff will, therefore, be multiplied by 2.4.

ENGLISH FRUIT CROP PROSPECTS.

CANADIAN FRUIT TRADE COMMISSIONER J. FORSYTH SMITH, LIVERPOOL.

August 6, 1919.—Early in the season the prospects were for an abundance of all kinds of fruit, the trees, assisted by favourable weather last August and September, and with a considerable reserve of energy owing to last year's crop failure, having devoted all their resources to the formation of fruit buds, so that there was a profusion of blossoms apparently capable of setting satisfactorily. Late in April, however, one of the worst spring blizzards of recent years occurred, which, together with the prevalence of cold northeasterly winds, did considerable damage. This was followed in May by one of the longest spring droughts on record, and there was a heavy drop, while shortage of labour also interfered with spraying and other preventive measures and led to severe infestations by insect pests.

For a time the outlook was very depressing, and there was considerable doubt whether the season would be any better than last year. Weather conditions, however, changed for the better, and it is now clear that in spite of all adverse conditions the apple crop will be fully equal or rather better than average, much superior to that of 1918 and not far short of that of 1917. The strawberry crop was very seriously affected by the drought, other small fruits have been fair, cherries good, plums plentiful in some districts and scarce in others but generally somewhat under average, and pears, though not up to the average, very much better than in 1918.

The following tables form part of the first comprehensive report on English fruit crops available. This has been compiled with great care by the *Gardener's Chronicle*, one of the principal fruit trade papers in the United Kingdom, and is based on reports from a very large number of representative individual growers all over the country. The first line gives the total number of reports received, and the other three classify these as average, over average, and under average, respectively. For purposes of comparison the corresponding figures for 1916, 1917, and 1918 are given:—

1916.	Apples.	Pears.	Plums.	Cherries.	Small Fruits.	Strawberries.
Number of reports.. . . .	304	301	300	286	304	302
Average crop.. . . .	85	55	111	158	127	171
Over average.. . . .	10	1	47	21	172	97
Under average.. . . .	209	245	142	107	5	34

It was further expected by the trade that as soon as heavy supplies brought prices for the bulk of arrivals below control figures the order would be suspended and a free market permitted. This, of course, would not affect the values procurable for most of the apples on the market, as it would only take effect when it was clear that prices generally would be maintained below control figures, but it would permit the better grades of box and barrel apples to sell at as high prices as the public were willing to pay.

On representations from Canada, a strong effort was made to secure some discrimination in price between No. 3 and other grades of apples so as to encourage the shipment of higher class fruit. The ministry, however, adopted a very firm attitude on this point, claiming that it would be impossible to enforce the order except on the basis of one flat price.

Matters stood thus on July 30, the general understanding being that an order as above would be issued in the course of a few days. It is learned to-day (August 7), however, that the whole question is being reconsidered, and that there is a possibility that control will be removed altogether. This delay in settling the conditions under which business can be done next season is regrettable, as it must be holding up sales negotiations now pending. Shippers may be assured, however, that one of two alternatives will be in effect. Either last year's price schedule will be maintained or a free market will be permitted. Developments will be cabled at the earliest moment.

ITALY'S TRADE FOR JANUARY, 1919.

TRADE COMMISSIONER W. McL. CLARKE.

Milan, July 17, 1919.—Italy's trade returns for the month of January, 1919, still continue to show the same characteristics, viz., increasing imports and diminishing exportations. Over against imported goods valued at 730,533,109 lire for the month of January, 1918, there were imported for the corresponding month of this year goods valued at 934,140,343 lire. Exports on the other hand, show a sharp decline from 217,013,319 lire in January, 1918, to 162,690,749 lire during January of this year. Thus imports have increased by 203,607,234 lire, while exports have decreased by 54,332,570 lire. The unfavourable trade balance for the month is 771,449,594 lire, and the total trade for the month is 1,096,831,092 lire.

This present adverse trend of Italy's trade is due in some large measure to the fact that the country's stocks were greatly depleted when the armistice was signed, while her industries are not yet in a position to undertake any large exportation.

The following statistics show the value of Italy's trade with the principal countries concerned for January, 1919, and January, 1918:—

IMPORTS.

Countries—	January, 1919. (Millions of Lire.)	January, 1918.	Difference.
France.. . . .	24.5	56.4	— 31.9
Great Britain.. . . .	130.1	100.1	+ 30.0
Spain.. . . .	11.0	6.2	+ 4.8
Switzerland.. . . .	7.3	11.6	— 4.3
British India.. . . .	58.2	22.0	+ 36.2
Egypt.. . . .	8.3	3.5	+ 4.8
Argentina.. . . .	139.2	27.1	+112.1
United States.. . . .	416.0	143.4	+272.6

EXPORTS.

Countries—	January, 1919. (Millions of Lire.)	January, 1918.	Difference.
France.. . . .	67.6	62.1	+ 5.5
Great Britain.. . . .	27.1	23.7	+ 3.4
Spain.. . . .	1.3	1.9	— 0.6
Switzerland.. . . .	15.2	22.7	— 7.5
British India.. . . .	2.8	1.3	+ 1.5
Egypt.. . . .	2.4	6.1	— 3.7
Argentina.. . . .	3.7	5.7	— 2.0
United States.. . . .	5.2	6.0	— 0.8

IMPORT RESTRICTIONS IN ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

Milan, July 17, 1919.—In order to import the following goods into Italy at present from Canada it is necessary to obtain a special license issued by the Ministry of Finance and for which application must be made by the Italian importers through the local Chambers of Commerce:—

Wine in bottles.
 Brandy and liquors.
 Chocolates and sweets (confectionery).
 Vanilla.
 Manufactured tobacco.
 Perfumery (alcoholic and other).
 Woollen carpets.
 Furniture and pictures, etc., frames.
 Engravings, oleographs, chromolithographs, maps and all lithographic productions, not including newspapers, periodicals and sensitised postcards for photography.
 Goldsmiths' wares, and gold and silver plate; gold watches.
 Silversmiths' wares, and gilt and silvered articles.
 Jewellery, real and imitation.
 Motor cars (except chassis).
 Cycles.
 Precious stones (except those for industrial purposes).
 Mirrors, and other manufactures of glass or crystal.
 Feathers, ornamental, artificial flowers.
 Worked human hair.
 Toys.
 Small wares (mercerie) which can be classed as luxuries.
 Fans.
 Musical instruments.
 Women's hats trimmed.

All other goods may be imported into Italy from Canada without special license by the importer except those controlled by the Consortia (see hereunder) and the following which cannot be imported by private firms but whose importation is placed under the direction of an interministerial committee or in other words reserved to the Government:—

Olive oil.
 Picric acid.
 Caustic soda.
 Carbonate of soda and potassium
 Glycerine.
 Steel ingots.
 Pig-iron, nickel, tin, lead and brass, antimony, zinc, aluminium, and their alloys
 Grain and other cereals for alimentary purposes and their flours.
 Oats.
 Potatoes.
 Rice.
 Meat (frozen, salted or in tins).
 Condensed milk.
 Tunny under oil.
 Bacon.
 Saccharine.
 Sugar.
 Coffee.
 Sheet iron and steel.
 Iron and steel wire.
 Nitrate of sodium.
 " potassium.
 " ammonium.
 Sulphate of copper.

APPROVAL OF NATIONAL INSTITUTE OF EXCHANGE NECESSARY FOR MAKING PAYMENT ABROAD.

The issue of import licenses on the part of the Government or the non-appearance of goods on the list for which import licenses are not required does not, however, *ipso facto* imply that the National Institute of Exchange is bound to provide the necessary foreign bills to effect payment for the relative goods purchased abroad. The institute will provide bills in so far as the means at its disposal make it possible. The following from the *Board of Trade Journal* explains the position:—

"(a) Once the import license has been obtained, the interested parties have to apply in every case to this institute (through its agencies) for the foreign bills necessary to pay for the goods to be imported.

"(b) Before entering into any liabilities abroad importers have to apply in every case, and without loss of time, to this institute for bills necessary to import goods which do not require an import license.

"(c) It is the rule that purchases abroad may not be arranged against payments in Italian lire.

"In every case it must be borne in mind that all liabilities entered into abroad are subject to the previous approval of this institute.

"(d) The 'Giunta Tecnica Interministeriale' and this institute, in arriving at decisions, will be governed principally by the importance of the goods to be imported and the urgency of their supply in the national interests. The agencies of the institute and the chambers of commerce will therefore abstain from encouraging and transmitting applications for bills to pay for the importation of articles of luxury.

"(e) The infringement and the evasion of the regulations framed to control foreign exchange have contributed in deciding the Government to issue a decree which prohibits the export from Italy of bank and state notes (paper currency), and of cheques, drafts, orders, etc., drawn in Italian lire."

IMPORTATIONS CONTROLLED BY CONSORTIA.

It should further be pointed out that at present the importations connected with six trades are by Government decree controlled by Consorzi or syndicates. These industries are: (1) jute—established February 28, 1918; (2) wool—established February 28, 1919; (3) codfish and stockfish—established December 12, 1918; (4) leather—established March 1, 1919; (5) metallurgical and mechanical products—established April 10, 1919; and (6) paper—established April 15, 1919. The following information on the working of these Consortia has been supplied this office by H.B.M. Commercial Counsellor at Rome:—

"When a Consortium is established, direct trade passes out of the hands of the Italian consumer, but the British firm which has supplied him may write direct to the president of the Consortium, making offers to sell, or asking what price his wares are likely to fetch under the new regime. By these means, a share of the orders may be secured with the Consortium, as long as it lasts, and trade relations, as they existed before, must be postponed until the Consortium is liquidated.

"All orders naturally require the approval of the Consortium, since they emanate from it. The goods arrive in Italy for the Consortium, which acts as sole buyer. They are therefore distributed through its agency and no selling is permitted without its sanction.

"In those trades for which a Consortium has been set up, it would be advisable that British suppliers should put themselves as soon as possible in communication with their Italian customers, with a view to finding out the exact regulations which govern the particular Consortium, or should write directly to the president of the Consortium, making offers to him as they would to a client."

The data subjoined gives the addresses of the foregoing Consortia:—

- (1) Jute—Office: Via XX Settembre, Genoa.
- (2) Wool—Office: 14, Piazza Quirinale, Rome.
- (3) Codfish and stockfish—Office: 3, Via Carlo Alberto, Genoa.
- (4) Leather—Office: (temporary) Hotel Continental, Rome.
- (5) Metallurgical and mechanical products—Office: 14, Via Borgonuovo, Milan.
- (6) Paper—Office: 4, Via Cairoli, Genoa.

THE BRITISH OVERSEAS BANK.

TRADE COMMISSIONER HARRISON WATSON.

London, July 16, 1919.—It will be recalled that about two years ago, and resulting from the recommendations of the Government commission which inquired exhaustively into the subject, there was established, under the designation of "The British Trade Corporation," a bank whose special object was to afford facilities for financing export trades which were not undertaken by the ordinary British banking system.

For some time past it has been announced that another bank upon somewhat similar lines was being organized, but it is only now that the prospectus of the British Overseas Bank, Ltd., has been issued.

The objects of the bank are set forth in the prospectus as follows:—

"It is increasingly evident, since the termination of the war, that the future prosperity of this country will be largely dependent upon the early and rapid resumption and expansion of foreign trade. As a means to secure this end, it is felt that increased and improved banking facilities for foreign trade both at home and abroad will be necessary.

"For this purpose the British Overseas Bank, Ltd., has been formed under the auspices of the below-mentioned banks, who hold the issued 'B' ordinary shares.

"The business of the bank will be conducted on specialized lines, and effective co-operation with trade will be maintained by the presence on the governing council of representatives of trade interests, thereby securing benefits to the general business community as well as to the bank.

"The bank will facilitate the foreign trade of the British Isles and the Empire by specializing in all matters of exchange, payments and receipts abroad, and the handling of foreign collections, documents, and securities. Commercial credits will be issued and the bank will give its acceptance to bills in connection with home, colonial, and international trade. Agencies and branches, if and where necessary, will be established in order to maintain an efficient representation in all parts of the globe.

"An intelligence bureau will be established and maintained to provide recent and reliable information. Such particulars of developments abroad, as the bank may consider likely to lead to the satisfactory extension of its clients' foreign transactions, will be communicated to them."

The authorized share capital of the British Overseas Bank, Ltd., is £5,000,000, divided as follows:—

300,000 "A" ordinary shares of £5 each.. . . .	£1,500,000
300,000 "B" " £5 "	1,500,000
400,000 shares of £5 each, which may be issued in whole or in part as "A" ordinary shares or as "B" ordinary shares.. . . .	2,000,000

Of these £1,000,000 of the "B" ordinary shares capital has been subscribed at par, and is now held by the following banks:—

- Anglo-South American Bank, Ltd., London.
- Dominion Bank, Toronto.
- Glyn, Mills, Currie & Co., London.
- Charles Hoare & Co., London.
- Imperial Ottoman Bank, London.
- Northern Banking Co., Ltd., Belfast.
- Union Bank of Scotland, Ltd., Glasgow.
- Williams Deacon's Bank, Ltd., Manchester.

The "A" shares are entitled to a cumulative dividend of 6 per cent and the "B" a non-cumulative dividend at the same rate, but if further dividends are earned and paid, it is stipulated that additional dividend on the "B" shall be at a rate double that of the additional dividend on the "A" shares, while in the event of liquidation the "A" shares are preferential as regards capital over the "B" shares.

It is stated that, "although the bank has not yet entered into formal commitments, it has in contemplation the establishment of banking and trade connections and arrangements, which, with its ample capital, should enable it to provide unrivalled facilities at home, in the colonies and abroad, and the directors are confident that new business will accrue which will be handled with safety and efficiency."

The governing council already referred to, and the board of directors, include a number of well-known banking and financial authorities, and it is to be anticipated that, with proper support, the new enterprise is capable of rendering great practical assistance in the development of both British and Imperial export trade.

BRITISH DYESTUFFS CORPORATION, LIMITED.

TRADE COMMISSIONER HARRISON WATSON.

London, July 23, 1919.—One of the early industrial developments of the war was the creation of "British Dyes, Limited," with the object of supplying the dyes which up to the outbreak of war had been obtained almost wholly from Germany, to the extent of 38,000,000 pounds out of the 46,000,000 pounds estimated to be the annual consumption in the United Kingdom, and so vital were these supplies of British textile and other industries that the Government subscribed a substantial portion of the capital.

Subsequently, the works of Levinstein, Limited, near Manchester, were greatly enlarged, and the production of other dyes increased and undertaken, while the manufacture of dyes of various kinds has gradually been taken up by a number of smaller concerns.

It was announced some time ago that, with the approval of the British Government, steps were being taken to amalgamate British Dyes, Limited, and Levinstein, Limited, and after some delay this has been accomplished, and the prospectus of "The British Dyestuffs Corporation, Limited," which includes both concerns, has now appeared.

The authorized share capital of the corporation is £10,000,000, divided into £4,500,000 "preferred," £4,500,000 "preferred ordinary," and £1,000,000 "deferred ordinary," the latter of which are practically wholly issued to the vendors.

The "preference" shares receive 7 per cent per annum, and the preferred and deferred ordinary each 8 per cent, any further dividends which might be declared from the profits of the company being divisible at equal rate between these two latter categories.

It may be remembered that the financing of the British Dyes, Limited, encountered many difficulties, due to the fact that, in the absence of any protective duty or similar safeguard, there was absolutely no guarantee that the British industry would not be exposed in due course to aggressive competition from the older and more thoroughly organized German dye industry.

Some time ago, however, it was announced by the British Government that they intended to afford protection to so-called "key" industries which are regarded as of vital importance to the welfare of the country, and on the 15th May, 1918, the president of the Board of Trade stated that, in order to safeguard the dye industry against the great efforts which the large German dye-making firms were certain to make after the war to destroy all that had been accomplished in this country through the war and to make this industry again subservient to Germany, importation of all foreign dyestuffs shall be controlled by a system of licenses for a period of not less than ten years after the war, and in pursuance of this, on the 24th February, 1919, H.M. Government issued a proclamation prohibiting, except by license, the importation into the United Kingdom of all derivatives of coal tar capable of being used or adapted for use as dyestuffs and synthetic colours—a further object being to ensure a sufficient supply of dyes to meet the requirements of the textile and other trades of the United Kingdom and other parts of the British Empire.

As has also been reported from time to time, the progress of the British dye industry has been disappointingly slow, owing to difficulties of all kinds which have been met with, a chief obstacle being the fact that the constituents of most of the dyes were also required for the manufacture of high explosives.

However, undoubted progress has been made, and it is stated that the production of dyestuffs by the amalgamated companies is at present four times the pre-war production, and is rapidly increasing, while the scope is constantly being enlarged.

It is anticipated that, with the gradual disappearance of war conditions, development will be greatly accelerated, and that by degrees the new corporation will undertake the manufacture of almost all kinds of dyes required.

In the meantime, it is stated in the prospectus that the works belonging to the amalgamated companies situated at Huddersfield, Manchester, and Ellesmere Port, already possess a ground area of 42 acres, and a large number of buildings are in the course of construction, while the land connected with them comprises about 1,050 acres freehold.

Of the powerful directorate two, including the chairman (Lord Moulton), are appointed by the Government, who are also taking other steps to be actively represented in the organization.

The progress of the British Dyestuffs Corporation, Limited, should be of direct interest to Canada, because, according to the prospectus, the new enterprise hopes to be able to furnish a considerable proportion of the dyes required throughout the Empire.

THE ENGLISH ELECTRIC CO., LTD.

TRADE COMMISSIONER HARRISON WATSON.

London, July 18, 1919.—A notable feature of the moment is the amalgamation and consolidation of important industries.

It is now announced that the English Electric Co., Ltd., with an authorized capital of £5,000,000, will control five important companies:—

The Coventry Ordnance Works, Ltd.

Messrs. Dick, Kerr & Co., Ltd.

The Phoenix Dynamo Manufacturing Co., Ltd.

The United Electric Car Co., Ltd.

Messrs. Willans & Robinson, Ltd.

All these enterprises have been engaged in the production of electric apparatus of different kinds, and the works of most of them were greatly enlarged and extended during the war, when they were engaged in the production of war material.

The Coventry Ordnance Works, Ltd., which are located at Coventry, and also at Scotstoun on the Clyde, were originally laid down for the production of heavy armament, but are in every way suitable for the manufacture of electrical machinery and accessories.

The factories of Messrs. Dick, Kerr & Co., Ltd., and the United Electric Car Works, are at Preston, in Lancashire, and turn out a variety of apparatus, including the production of 5,000,000 metallic filament lamps, annually.

The Phoenix Dynamo Works are at Bradford, Yorkshire, and their present output is standard motors, together with apparatus pertaining thereto.

Messrs. Willans & Robinson, Ltd.'s factories, which are at Rugby, are arranged and equipped for the production of steam turbines of intermediate size, condensers of all kinds, and internal combustion engines of the Diesel type.

FUSION OF CEMENT MANUFACTURERS.

It is officially announced that the question of closer union of the Associated Portland Cement Manufacturers and the British Portland Cement Manufacturers, has practically been decided upon, subject to confirmation.

This amalgamation, if carried through, will involve a scheme of joint management, which should result in a substantial reduction of expenses, and a readjustment of share capital.

The present issued capital of the two companies is:—

Associated Portland Cement Manufacturers.. . . .	£4,207,040
British Portland Cement Manufacturers.. . . .	2,552,622

IMPORTS INTO NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, July 3, 1919.—The following are the values of the imports into New Zealand of some of the more important articles during the five months ended May 31, 1919, and 1918:—

Soft Goods—	1919.	1918.
Apparel.. . . .	£ 592,153	£ 414,799
Boots and shoes.. . . .	200,945	203,682
Carpet and oilcloth.. . . .	86,063	50,868
Drapery, n.o.e.. . . .	110,757	73,810
Hats and caps.. . . .	73,239	50,935
Hosiery.. . . .	247,122	109,553
Millinery.. . . .	43,943	36,463
Canvas piece-goods.. . . .	99,683	32,800
Cotton piece-goods.. . . .	1,614,903	737,148
Linen piece-goods.. . . .	30,236	12,393
Silk piece-goods.. . . .	282,425	173,975
Woollen piece-goods.. . . .	242,047	184,653
Hardware—		
Cement.. . . .	1,108	169
Hardware.. . . .	149,124	83,978
Iron—		
Bar, bolt, rod.. . . .	26,345	40,934
Corrugated sheet.. . . .	67,539	33,234
Fencing wire.. . . .	103,437	29,145
Barbed wire.. . . .	17,295	17,375
Pig and scrap.. . . .	9,293	9,611
Pipes and fittings.. . . .	159,998	69,870
Lead.. . . .	11,712	11,563
Machinery—		
Dairy.. . . .	56,930	30,412
Agricultural.. . . .	91,700	29,603
Electric.. . . .	225,219	175,288
Engines, gas, etc.. . . .	27,558	19,223
Mining.. . . .	7,559	3,933
Sewing.. . . .	18,163	28,271
Nails.. . . .	77,651	26,368
Railway and tram plant.. . . .	41,180	21,385
Tin sheet and block.. . . .	247,186	98,706
Tools.. . . .	93,690	38,635
Foodstuffs—		
Confectionery.. . . .	35,624	16,894
Fish, preserved.. . . .	65,255	81,776
Fruit—		
Dried.. . . .	31,682	92,055
Fresh.. . . .	48,256	59,009
Flour.. . . .	221	34,825
Grain, unprepared.. . . .	312,613	257,274
Jams, jellies, etc.. . . .	4,449	7,859
Milk, preserved.. . . .	12,106	15,070
Onions.. . . .	1,915	1,718
Pickles and sauces.. . . .	5,025	4,914
Rice.. . . .	21,530	49,344
Salt.. . . .	64,002	91,206
Sugar.. . . .	401,252	232,524
Beverages—		
Ale and stout.. . . .	1,547	9,067
Spirits—		
Whisky.. . . .	176,678	364,668
Other.. . . .	38,463	68,141
Wine.. . . .	32,851	36,165
Cocoa, coffee, etc.. . . .	30,972	21,500
Tea.. . . .	128,263	192,312

IMPORTS INTO NEW ZEALAND—*Continued.*

	1919.	1918.
Soft Goods—		
Miscellaneous—		
Bicycles (including motor)	£ 34,189	£ 42,602
Books, papers, music.	116,970	114,941
Candles.	16,861	12,818
Carbide of calcium.	15,031	31,036
Coal.	111,845	87,418
Cordage and twine.	133,589	36,628
Cornsacks, woolpacks.	191,704	138,822
China and earthenware.	46,893	35,453
Glass and glassware.	112,924	66,268
Furniture.	18,655	8,750
Greases.	10,050	6,895
India-rubber goods.	21,671	31,877
Leather.	97,315	102,883
Leather manufactures.	48,707	26,665
Manures.	87,870	132,051
Matches and vestas.	10,427	25,340
Motor vehicles.	336,068	194,642
Oils—		
Benzine, etc.	294,880	222,740
Kerosene.	39,264	52,424
Castor.	490	8,973
Linseed.	34,096	60,268
Turpentine.	6,208	7,170
Other (specified).	110,140	80,745
Paints, colours, varnish.	111,281	109,301
Paper—		
Printing.	141,702	154,513
Other.	179,303	55,013
Pianos.	15,227	27,608
Seeds, grass, clover.	34,570	79,314
Stationery.	87,774	52,621
Tobacco.	336,614	138,358
Cigarettes.	300,696	132,658
Cigars and snuff.	6,722	4,930
Timber, hewn and sawn.	67,625	57,086
Specie.	143,846	40,000
Total, all goods.	£13,904,267	£9,907,094

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregates of the different divisions of imports for the five months 1919, 1918, 1917, 1916:—

	1919.	1918.	1917.	1916.
Soft goods.	£ 3,623,521	£2,081,078	£2,063,937	£1,896,793
Hardware.	1,432,676	767,703	893,669	1,058,916
Foodstuffs.	1,003,930	944,468	606,767	593,637
Beverages.	408,774	691,853	416,823	422,026
Miscellaneous.	3,177,261	2,341,218	2,380,626	2,140,061
Other goods.	4,114,259	3,040,774	2,636,237	2,632,761
Total goods.	£13,760,421	£9,887,094	£8,998,059	£8,744,194
Specie.	143,846	20,000	91,748	731,450
Grand totals.	£13,904,267	£9,907,094	£9,089,807	£9,475,644

The total of merchandise exhibits a heavy increase of £3,973,327, or 39 per cent over the corresponding period of 1918, and is 50 per cent above the average of the three periods 1916, 1917, and 1918. Imports of merchandise for the month of May reached the heavy total of £3,287,381.

SOFT GOODS SECTION SHOWS INCREASE.

The soft goods section has a heavy increase of £1,542,443, or 75 per cent, and the only item not sharing in this increase is boots and shoes. The totals of canvas, cotton, and linen piece-goods, and hosiery are more than double 1918 figures and other lines show very heavy increases. The imports of this division for May were £651,776.

HARDWARE INCREASES.

Hardware imports in May totalled £452,963, or nearly half the total of the previous four months. The total for the five months is nearly double that of the corresponding period of 1918. The only items showing decrease are bar and pig iron, barbed wire, and sewing machines. Several items show particularly heavy growth.

FOODSTUFFS SHOW SLIGHT INCREASE.

Foodstuffs show very light growth as compared with 1918, but the totals of 1918 and 1919 together are 62 per cent more than the combined totals of 1916 and 1917. The chief factor in this increase is the heavy importations of wheat in the last two years; also sugar imports show heavy increase. Rice, salt, fruits, and fish exhibit decrease.

BEVERAGES DECREASE.

Beverages show a drop from the heavy total of 1918 and are slightly less than in 1916 and 1917. The two big lines in this section are whisky and tea, and these both show decline on 1918. The only line showing any increase is cocoa, coffee, etc.; the separate figures for this line are: Cocoa, 297,786 pounds, £28,612; and coffee, 72,805 pounds, £2,360.

MISCELLANEOUS SECTION SHOWS INCREASE.

The miscellaneous section is ahead of any of the three preceding years by over 30 per cent, though over a third of the items exhibit decrease. The principal increases are: Tobacco, £198,000; cigarettes, £168,000; paper, other than printing, £124,000; cordage and twine, £97,000, all of which are over 100 per cent; motor vehicles, £142,000; petrol, £72,000; cornsacks and woolpacks, £53,000; and glassware, £46,000. The imports of motor vehicles for this period number 2,017, or over thirteen per day.

The unspecified goods which account for nearly a third of the total imports also exhibit a heavy increase.

INTERESTING FLUCTUATIONS.

Following are the quantities of imports of several lines, the fluctuations in which are of interest:—

Iron—	1919.	1918.	1917.
Bar, bolt, rod. tons.	855	1,900	3,633
Corrugated sheet. cwt.	30,863	17,967	4,711
Barbed wire. tons.	574	663	472
Fencing wire. "	3,704	1,162	1,123
Pig and scrap. "	1,026	9,611	6,778
Pipes and fittings. "	4,338	2,013	2,647
Wire nails. cwt.	37,456	15,998	18,371
Fish, preserved. lb.	1,497,400	1,887,289	1,525,832
Rice. cwt.	25,232	67,897	46,716
Ale and stout. gal.	3,856	26,633	52,591
Whisky. "	158,719	406,691	234,473
Tea. lb.	3,164,528	4,376,221	3,570,478
Candles. "	535,768	431,682	208,780
Matches. gross.	42,729	103,384	112,587
Carbide of calcium. tons.	556	567	536
Motor vehicles. No.	2,017	1,410	2,052
Benzine, etc. gal.	3,662,678	2,985,827	3,369,782
Kerosene. "	974,562	1,167,165	2,141,665
Linseed oil. "	93,772	175,678	83,045
Turpentine. "	36,306	45,260	59,656
Leather. lb.	299,280	229,671	387,707
Printing paper. cwt.	86,394	119,906	133,883
Pianos. No.	316	740	955
Tobacco. lb.	1,606,418	895,947	965,573
Cigarettes. "	670,331	377,526	182,080

THE PROSPECTS FOR PIANO IMPORTATIONS INTO THE UNITED KINGDOM.

In response to inquiries from a Canadian piano manufacturing firm as to warehousing facilities and marketing prospects in England, Mr. Harrison Watson, Canadian Trade Commissioner in London, writes under date July 16:—

It is almost impossible to obtain stock or sample rooms anywhere at the present time—a position that is confirmed by several Canadian manufacturers' representatives who have called here recently. On consulting the editor of *The Music Trades Review*, I was told that, outside of the warehousing attached to the premises of certain music dealers, there is not known to be any storage accommodation in this country particularly adaptable for pianos, which of course require an equable temperature, and I should judge that every kind of public warehousing accommodation in the country is pretty fully occupied at the present time.

Upon the other hand, if prices are right, and the difficulty overcome of Canadian patterns generally being different from those in this country—notably that they are heavier and bulkier—business should be obtainable, because not only are the former supplies from Germany and elsewhere cut off, but imports from other countries are severely rationed and subject to license, while the British piano industry is in an unsettled condition owing to the difficulty of obtaining actions and other parts.

Where prospects of business are favourable, it is wise policy to maintain a resident agent, who might find it advantageous to get into touch with some of the wholesale piano merchants, who could not only advise him about the position, but possibly furnish some of the sample and warehouse accommodation required.

MELTING COINS IN CHILE CAUSES EMBARRASSING SITUATION.

Contributed by George Mallett.

Valparaiso, June 15, 1919.—Very serious inconvenience is being caused by the scarcity of small coins in Chile, with the result that the trading community are driven to invent all sorts of expedients to enable them to "carry on."

This condition of affairs has been brought about by the rise in the value of silver and the drop in international exchange, a position that has produced a substantial margin of profit to the "melting pot."

As this is by no means the first time that Chile has been robbed of her current coin, it is surprising that steps have not been taken to protect the nation against a repetition of the evil.

When a coinage is introduced which gives an honest approach to 18d. worth of silver for the 18d. peso, and the said peso slumps to 9d., the melting pot business suddenly becomes brisk again and the public is deprived of small change. For some time past advertisers have been openly offering to purchase silver coinage at a premium, but no steps have been taken to stop the business of robbing the state.

In previous slumps of exchange, before the peso was reduced to its present size, the German banks were reported to have purchased and exported some millions of silver pesos, and when these had all disappeared the 50-cent pieces shared the same fate as long as they lasted.

The Government has now submitted a bill to Congress proposing one of two things: either a new lower grade silver or a nickel coinage. The latter course is suggested as the safer. In addition a clause is inserted in the bill prohibiting the melting down of coin under penalty of a fine. Apparently the danger of exportation has been lost sight of.

The bill authorizes the President of the Republic to order a new minting of 20, 10, and 5-cent pieces, to the value of 20,000,000 pesos. Coins to consist of 25 per cent nickel and 75 per cent copper. The 20-cent coin to weigh $4\frac{1}{2}$ grammes, to be $22\frac{1}{2}$ millimetres in diameter, with a tolerance of 3 centesimos in the grade and 4 millesimos in the weight.

The 10-cent piece to weigh 3 grammes, to be $19\frac{1}{2}$ millimetres in diameter; and the 5-cent piece to be 2 grammes in weight and $16\frac{1}{2}$ millimetres in diameter. The tolerance to be 3 centesimos in the grade and 5 millesimos in the weight.

The face marks are to be as at present.

The bill further recommends a new minting of copper coins of 1 and 2 cent values, consisting of 95 per cent copper, 4 per cent tin, and 1 per cent of zinc. The weight of the 2-cent piece to be $3\frac{1}{2}$ grammes and the diameter 21 millimetres; the 1-cent piece to be $2\frac{1}{2}$ grammes in weight and 18 millimetres diameter, with a tolerance of 3 centesimos in the grade and 15 millesimos in the weight.

One clause in the bill gives authority provisionally for the minting of silver coin up to 5,000,000 pesos in conformity with the Silver Coinage Act of November 18, 1914. The peso to be 9 grammes in weight, 20 millimetres in diameter, and 0.500 in grade. The 20, 10, and 5 cents to be 0.400 in grade.

The bill also authorizes the emission of \$4,600,000 in paper notes of 1 peso to replace the same amount of spoilt bills to be withdrawn from circulation.

APPLE MARKETING CONDITIONS IN THE BRITISH WEST INDIES.

Mr. Lewis M. B. Meyer, assistant to the Canadian Trade Commissioner in Barbados, writes under date July 30 respecting apple marketing conditions in the British West Indies:—

Barbados, July 30, 1919.—Under the preference, apples from Canada are free in the British West Indies with certificate of origin, otherwise the duty is 2 per cent *ad valorem*.

There are no embargoes or restrictions on apples, and there are no regulations in regard to insects, pests, or diseases.

The cheaper classes of apples are shipped in barrels, and are sold on consignment, but the better classes, such as the red dessert, or "Spitzenberg," are shipped in open boxes or crates, and are placed in cold storage. These are generally in fulfilment of firm orders. The boxes contain about one gross and retail at 3 to 5 cents each.

The season during which apples would find the best market would be during the winter months, say from November to February. The freight to the West Indies is quite an item, the last available rates (1918) were as follows: for barrels, \$1, and in cold storage, boxes, 40 cents per cubic foot.

The cheaper kind are sold by commission houses, while the others are generally bought by the large grocery firms.

A list of commission houses and grocery firms in the larger colonies, who would probably handle apples, is on file at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (quote file No. 18789).

BRITISH MINISTRY OF MUNITIONS OFFER CATGUT FOR SALE.

The Canadian High Commissioner's office has received from the British Ministry of Munitions a notice to the effect that the Surplus Government Property Disposal Board has for disposal 300,000 cubes of catgut, tanned and iodized.

FRUIT AND VEGETABLE TRADE COMBINE IN HOLLAND.

Mr. Ph. Geleerd, Acting Canadian Trade Commissioner in Holland, writing from Rotterdam on July 10, reports that the principal Dutch firms engaged in the fruit and vegetable trade in Holland have formed a combine with a capital of Fl. 3,000,000 (\$1,206,000), exclusively for the purpose of the importation and sale of fresh fruit, potatoes and onions. This association, named "Algemeene Vruchten Import Maatschappij" (General Fruit Import Company), has offices in Amsterdam and Rotterdam.

SOYA BEAN PRODUCTS TO BE MANUFACTURED IN HAMILTON, ONTARIO.

The Soy Products Limited, a company incorporated under provincial charter, has been formed and will manufacture from the soy bean the following products: Casein, soy bean oil, a milk substitute, a chocolate substitute, cereals, and stock food. The mill will be located in Hamilton.

SWISS DELEGATION TO VISIT CANADA.

A delegation from Switzerland, representative of the following interests—government administration, universities, medicine, banks, board of trade, architecture, the press, and commerce and industry—will visit North America in the fall. The delegation will consist of about three hundred representatives, and will sail by the Holland-America liner ss. *Rotterdam* in September. It is the intention of about ninety of the delegates, the majority of whom are representatives of various lines in commerce and industry, to visit industrial centres in Canada.

The delegation is expected to cross the border at Niagara Falls between October 1 and 15, and their stay in Canada will be about two weeks.

MACHINERY WANTED IN FRANCE.

Hon. Philippe Roy, Commissioner General for Canada in Paris, France, reports that Captain Bisson, of the "Office de Reconstitution Industrielle des Departments Victimes de l'Invasion," 14 Rue de la Trémoille, Paris, would like to get into communication with Canadian manufacturers who can make prompt delivery of the following articles and the prices at which they could supply:—

Tours verticaux.. . . .	Vertical lathes.
Fraiseuses.. . . .	Milling machines.
Etaux limeurs.. . . .	Shaping machines.
Tours automatiques.. . . .	Automatic lathes.
Machines de tôleries.. . . .	Machines for rolling mills.
Mortaiseuses.. . . .	Mortising (slotting) machines.
Raboteuses.. . . .	Planing machines.
Perceuses.. . . .	Boring machines.
Machines à rectifier.. . . .	Grinders.

CANADIAN WOOD-PULP GOING TO FRANCE.

Mr. Philippe Roy, Canadian Commissioner General of Canada in Paris, reports that a leading paper manufacturing company of France states that whereas some months ago they were unable to get supplies of wood-pulp from Canada owing to high ocean freight rates, now large quantities are being received as the result of arrangements made by the French Government for freight at an official rate so that the press may obtain the newsprint they require.

CANADIAN CHEESE SHIPPED TO FRANCE BY PARCEL POST.

Mr. Philippe Roy, Commissioner General of Canada in Paris, France, reports that Mr. John F. Ryan, of Montreal, while in France presented to a number of merchants in Paris samples of cheese which he received by parcel post. The samples were sent to him in round 10-pound cylinders simply dipped in paraffin and wrapped in ordinary wrapping paper. He received the cheese thirty-four days after it was mailed and it reached him in remarkably good condition. Mr. Ryan cut the cheese and distributed it among dealers in Paris, who thought at first that it was English cheddar and were amazed when told how it was shipped from Canada by parcel post.

BELGIUM CANNOT GET BUTTER FROM HOLLAND.

Mr. Godfrey Langlois, Agent General of the province of Quebec in Brussels, Belgium, writes under date of July 16:—

"It may be interesting to the readers of your *Weekly Bulletin* to know that the Dutch Government has prohibited the exportation of butter to Belgium. As four-fifths of the butter entering this country since the armistice came from Holland, it seems that there are openings for Canadian butter on the Belgian market. At this moment butter is sold in retail stores at 6.25 francs a pound, or more exactly, 12.50 francs a kilogramme.

CANADIAN OPPORTUNITIES IN NORWAY.

A cablegram from the office of the Canadian High Commissioner in London, England, states that the War Trade Intelligence Department advise that Canadian manufacturers may succeed in securing a market in Norway for boots, shoes, clothing, chocolate, apples, plums, dried and canned fruit, cheese, bacon, wheat, canned and chilled meats.

Information regarding the Norwegian market may be obtained from Mr. C. F. Sontum, Canadian Commercial Agent, Grubbegd, No. 4, Christiania, Norway.

PROPOSED PARCELS POST DUTY IN NEWFOUNDLAND.

The *Board of Trade Journal* announces that a Bill has been introduced into the Legislature of Newfoundland providing for the imposition of a parcels post duty in the following terms: "Upon every parcel received by parcels post in this colony and originally despatched from the United Kingdom, Canada or the United States, upon which customs duty is payable, there shall be levied and collected, in addition to the said customs duty, a duty or tax of five cents."

FOOT AND MOUTH DISEASE IN ENGLAND.

A ministerial order, issued by the Department of Agriculture on August 5, 1919, announces that, owing to the existence of foot and mouth disease in England all permits for the importation to Canada from the United Kingdom of cattle, sheep, other ruminants and swine, with the exception of such animals as were actually at that date embarked on vessels en route for Canada, shall be and are hereby cancelled.

TRADE OPENINGS IN GUATEMALA.

(*Board of Trade Journal.*)

The British Consul General at Guatemala points out that if travelling salesmen would visit the country there is no doubt that orders would be given in almost all lines in which the country is interested. American firms were very prompt in making inquiries when the statutory list was abolished. Cottons, woollens, silks, fancy goods, millinery, etc., hardware, and machinery are required. Black-listed firms are short of nearly all stocks, and in fact with few exceptions this has been the case with all firms in Guatemala, whether listed or not. The difficulty in obtaining the fulfilment of orders was general during the war, and caused, therefore, a reduction in stocks. The possibility of British firms competing with success in the lines required is largely a question of price more than anything else. Prices have fluctuated, so that local merchants are at a loss as to what to do. British goods have lost none of their prestige, nor have British manufacturers.

TRADE ORGANIZATIONS AND COMBINATIONS IN THE UNITED KINGDOM.

*Prepared for the Committee on Trusts by JOHN HILTON (of the Garton Foundation),
Based upon evidence given and documents laid before the Committee on Trusts.**

Section VI—Circumstantial Safeguards.

WHAT CONSTITUTES AN EFFECTIVE MONOPOLY.

It has been made plain that where associations, combines, or consolidations have an effective monopoly of a trade, competition can no longer be relied upon to ensure that the prices charged and the profits made are "just about right." It is not necessary for a combination to comprise the whole trade to exercise an effective monopoly. It is stated by those who have had to do with the formation of combinations that an association or a consolidation cannot effectively dominate prices unless it has at least 80 per cent of the output within its jurisdiction. Under this percentage the competition of the "outside" producers will rule prices; above this percentage outside firms will follow the price of the association or dominant firm. Practically all the associations here considered comprise this 80 per cent or more, otherwise they could not exist as price associations, and there are many combines and consolidations which embrace more than the prescribed percentage. It may now be inquired how far outside circumstances and considerations impose limits on the power of combinations to raise prices against the consumer. When the safeguard of competition is no longer operative, are there other natural safeguards which come into action to protect the public against extortion and to check any tendency to abuse?

There is unanimous testimony from those connected with combinations having an effective monopoly to the effect that "we would not if we could, and we could not if we would, raise prices above what is fair and reasonable." This claim demands careful consideration, for, if it can be established, there is no menace in combination and no legislative or administrative safeguards are required against abuse of what would appear to be monopolistic power. The reasons advanced in support of this position come under seven heads, as follows:—

EFFECT OF VOLUME OF TRADE.

It has been suggested that the raising of prices above what is reasonable would defeat its own object in that the volume of trade would shrink, plant would be idle, dead on-costs would be incurred, and the yield from the higher prices would be more than offset by the reduction in the gross earnings. This is certainly a factor to be reckoned with in calculating what price will yield the largest measure of profit, but in most industries, assuming an effective monopoly, an enormously higher price could be exacted before the higher profits on the smaller output totalled less than the smaller profit on the larger output. Consideration for the effect on sales is not in itself a dependable safeguard.

COLLATERAL COMPETITION.

There may be an effective monopoly in one article, but if some other article can be used in its stead the undue raising of the price of the first will tend to drive customers to the second. Timber, steel, brick, stone, and concrete can be substituted each for the other to some extent in building, and if one becomes disproportionately dear another will be used in its place. Galvanized sheets are in competition with composition roof material and with tiles. Wood bedsteads are in competition with metal bedsteads. This "collateral competition," as it is termed, undoubtedly acts as a check on the raising of prices to a point which would encourage the use of the nearest alternative, but it does not ensure that the most desirable article will be sold

* Sections I, II, III, IV, and V appeared in *Bulletins* 807, 808, 809, 810, and 811 respectively.

at a just price. It is, moreover, an easy step from the monopolistic control of one article to concerted control of two or more articles that might be in collateral competition with each other. Collateral competition is a safeguard of limited range and reliability.

POTENTIAL COMPETITION.

The reason advanced most frequently and with most assurance, why a combination cannot raise prices above a reasonable level, is that the result of so doing would be to bring new people into the trade—in other words, the surest safeguard against abuse of combination is competition. Many facts can be adduced in support of this contention. Cases can be quoted in which the mere formation of an association by rousing expectations of higher prices, has brought new firms into the business—as also of smaller firms being started for the very purpose of compelling a large consolidation to buy them out. But the efficacy of potential competition depends upon how easily new people can start up in the industry, and a combination which is so minded can make it not at all easy. Various obstacles can be placed in the way of a would-be entrant. The channels of the distributing trade can be closed against him by exclusive-dealing contracts secured by deferred rebates. The sources of materials and plant used in the industry may be fenced off against him by similar arrangements and understandings. Again, the inducement to start in the trade may be considerably dampened by the fear of a concerted under-selling or boycott campaign on the part of the combination. Yet again, the industry may be such that a small working unit has no chance against a large, and if a large consolidation is already in possession of the bulk of the trade it may be exceedingly difficult to raise capital for a rival venture in view of the fact that a battle-royal with heavy losses on both sides must ensue. In the face of these handicaps and hazards it may well be that though a profit of 10 per cent would be enough to make new capital and enterprise look longingly at an industry, it would require a profit of 30 per cent to induce any one to start up against an existing monopoly. Still further, it is a commonplace that where an outside firm does establish itself efforts are sooner or later made to take it into the combination, whereupon competition again ceases. Representatives of combinations set great store by the safeguard of competition, and have explained that they take no action against independent rivals “so long as they do not interfere unfairly with our trade; if they do that we take steps, of course, to defend it,” but “unfair interference” turns out on inquiry to mean “selling at less than our prices.” Distinctions of the same kind are drawn between “legitimate” competition, which should be tolerated, and “illegitimate” competition, which should be suppressed. “If our customers are satisfied with our goods and prices and some one comes and tries to take our trade by offering at lower prices, that is illegitimate competition and we are justified in taking action against it.” There can be no doubt that potential competition is always present in some degree as a restraining influence against extravagant prices and profits, but it cannot be considered an effective safeguard against monopolistic exactions of a “moderate” kind.

BALANCE OF POWER AMONG COMBINATIONS.

Where one powerful combination (as of steelmakers) supplies its products to another powerful combination (as of bridgebuilders), the second can bring restraining influences to bear against any tendency to extortion on the part of the first. One large user of steel has stated, for example, that from time to time the steel associations had put up the price to what he considered an unreasonable one, and when that had happened he had gone to the steel makers and told them that unless they could show good reason for the price they were asking he and other users would join together and put up a works of their own. With that resource in hand he had always, he said, got satisfaction. As the movement towards combination proceeds this “balance of power” factor will increase in range and moment. There appears to be some possi-

bility, however, where effective monopoly exists, of users of semi-manufactured products regarding undue prices with a tolerant eye by reason of their being able to pass the charge on to the public. Some traces of this attitude are to be found in another statement on the same point: "Even if we had to pay rather higher prices, people who had learned the benefits of their own association would not object to paying a little more to another."

CO-OPERATIVE COMPETITION.

Combinations of producers or traders can be balanced to some extent by combinations of consumers, and the spread of the co-operative movement, with the possibilities it holds of wider applications, provides one check to the undue raising of prices by the makers and distributors of certain classes of goods. Hitherto the co-operative movement in this country has been concerned mainly with the retail distribution of goods bought in the ordinary way from commercial producers, but manufacture by the societies, whether individually or in federation, of the goods they retail is a natural development and one that has made considerable headway. Any tendency to monopolistic extortion by the manufacturers of such goods must accelerate the movement and that fact constitutes an ever-present check on abuse; but the principle is not of unlimited application, and where large-scale production is attempted the co-operative organization tends to get out of the control of the heterogeneous body of consumers and itself to partake of the nature of a combination worked in private, or at least in bureaucratic, interests.

SENSE OF EQUITY AND PRUDENCE.

A reason frequently put forward why a combination "would never put up prices beyond what was reasonable" is that "it wouldn't be right, and what isn't right doesn't pay in the long run." There is something more in this than the fear of drawing competition. It is a feeling that the combination must keep in the good graces of merchants, retailers, and public, or there will be disgruntlement and friction, which will result in losses outweighing the ill-gotten gains. The combination must "keep a good name;" and, above all else, anything like a public agitation or a scandal must be avoided. "We have to think not only of the moment, but of the future," and prudence enjoins that gross advantage shall not be taken of any momentary power to fleece the public. Sensitiveness on the score of equity is not easily squared with the commercial ethic which makes buying in the cheapest market and selling in the dearest one of the prime virtues, and self-restraint by combinations is more probably due to prudence. It would appear that prudence has, in fact, governed the conduct of most combinations in the past, but public feeling is roused not by what is but by what is known, and unless means are taken to make public the facts as to cost of production in relation to prices and profits, camouflage may prove an easy substitute for self-restraint.

FOREIGN COMPETITION.

There is ample evidence that, in industries subject to foreign competition, that competition acts as a check upon any tendency on the part of combinations in the home trade to raise prices unduly. But its importance can easily be over-estimated. Industrial combination has no frontiers. Before the war British and foreign manufacturers of many staple articles had their understandings, agreements, and associations embodying arrangements for the regulation of prices and the delimitation of markets. In respect of other commodities, associations of manufacturers in this country have come to terms with the whole body of British merchants handling their product whereby foreign goods, whatever their price and however free their entry, were shut off the British market; and in the case of more than one British consolidation, the ramifications of the firm are so wide throughout the world that any question of foreign competition in the home market is meaningless. Foreign competition has

acted, and will again act, as a check upon any tendency to abuse of monopoly power in certain branches of manufacture, and that factor should be taken into account among others in considering fiscal policy, but its sphere of influence, never so wide as popularly supposed, will in all probability be narrowed still further in the years immediately ahead.

CIRCUMSTANTIAL SAFEGUARDS INADEQUATE.

These "circumstantial safeguards," as they may be termed, have undoubtedly some considerable measure of restraining influence over the exercise of monopoly power in particular cases, but even when the fullest consideration and weight is given to each and all, it remains evident that when competition is limited or suppressed as a result of combination, there remains a variable but often wide margin of price and profit within which the combination, if it cares to use its powers, can enrich itself at the expense of the public. But over and above the menace of extortion, there is the menace inherent in all great aggregations of wealth and centralizations of power. Large areas are being carved out of the industrial domain and formed into autonomous industrial states ruled by industrial magnates, whose word is economic law and whose warrant runs as far as the industry reaches. By the exercise of monopoly power they may not only levy tribute on the people, but by their influence and wealth they may bring undesirable pressure to bear upon the administration. It is not necessary to say that combinations have, in fact, thus used their powers. Allegations are made of particular combinations maintaining large secret service funds for the purpose of "obtaining subsidies, strengthening their monopoly, and" acquiring a hold over the press by methods of bribery and corruption," and of combinations in general "exercising great influence where their interests are at stake . . . resulting in the maintenance of prices to the consumer and the direct or indirect influencing of concessions by political and semi-political means," while inability to get information in regard to combinations is explained on the ground that "there is great reluctance on the part of individual traders to appear formally in opposition to powerful interests." Without entering into the question of the truth of these allegations, it suffices to say that the power to do these things is inherent in monopolistic combinations, and that power constitutes a social and political problem of the first magnitude.

COMBINATIONS OF WORKPEOPLE.

The fact that great powerful organizations of workpeople—the trade unions—exist alongside the combinations of manufacturers and traders does not affect the general truth of the above account of the position towards which the economic system is tending; it merely introduces into the problem of monopoly a supplementary issue as to the proportions in which any gains derived from the exercise of monopolistic power will be divided as between employers and workpeople. Testimony to this is to be found in the fact that on the employers' side separate and distinct organizations exist in many industries for the regulation of trade and for dealing with labour questions. The counterpart of the trade union on the employers' side is the employers' federation; those two being paired off, the trade association stands as an organization that can justly be considered separately. Yet, where trade combination amounting to monopoly exists, the trade unionist, by exacting higher and higher wages, can increase his earnings beyond any "just about right" level at the expense not of the employers, but of the general body of consumers. Only the traditional belief in the opposed interests of employers and employed has prevented in the past employers and workpeople in industries enjoying a monopoly from conspiring to exploit the rest of the community for their joint advantage, but occasional instances are on record of trade unions agreeing with the employers that in consideration of higher wages being paid they would safeguard the employers' monopoly by forbidding their members to work for any new firm that might attempt to cut into the trade. Such cases of direct

collusion are rare, but much the same result accrues indirectly where wages are paid on a sliding scale so as to vary with the price of the product, for where that obtains labour can satisfy its demands much more easily by forcing a higher price to the consumer than by fighting the employer for a larger slice of the existing earnings of the industry. As the control of industry by joint councils of employers and work-people on the lines of the Whitley Committee recommendations becomes a reality—i.e., is extended to matters of price, output, limitation of competition, and the regulation of the trade generally—the problem of monopoly will assume yet more formidable proportions. It may be suggested that if and when that happens the problem will provide its own solution, for once industry is fully organized in democratically controlled groups, the equitable apportionment of the gains of industry within each group will be provided for, and there will be a balance of power as among the groups which will prevent any one getting more than its fair share of the national dividend. We appear to be moving towards such a condition, but balance of power among the industrial groups is not likely to prove more satisfactory than has been balance of power among national groups. The duty of adjudicating upon the contending claims of the groups must fall, therefore, upon the State.

[Section VII will appear in the next number of the *Weekly Bulletin*.]

THE ACTUAL SITUATION OF THE TEXTILE INDUSTRIES IN SWITZERLAND.

The textile industries of Switzerland, says *La Journée*, of Paris, are passing through an extremely difficult crisis, the evolution of which directly interests our own manufacturers.

EMBROIDERY.

The Swiss embroidery industry, which in 1915 occupied 66,000 people, has since lost one-fifth of its work-people. Its equipment, about 28,000 looms, is only working to about 67 per cent of its capacity and but forty hours per week.

One can judge by the following figures of the reduction in the exports: The purchases of the United States, which represented eighty million francs before the war, have fallen to five millions in 1918, notwithstanding the increase in prices. The purchases of England have diminished in weight to half, also those of Italy. The Central Empires, Bulgaria and Turkey, who have doubled in 1917 the amount of their importations of Swiss embroidery, are not to-day in a position to absorb great quantities. On the other hand, on the side of the neutral countries, the Swiss manufacturers have found interesting compensations. Sixteen millions in the Scandinavian countries; Spain, eleven millions, and Holland, seven. The chief question now for the manufacturers is the liquidation of the two hundred millions of accumulated stocks, particularly at Saint Gall. In the United States the embroidery industry has developed considerably, on account of the war. We can even see that Americans will be able not only to supply their own market but to offer to foreign markets articles cheaper than those manufactured in Saint Gall and in Argovia. In England there seems to blow an air of protectionism and the Swiss manufacturers fear they will have a poor chance against the manufacturers of Nottingham and Manchester. It is probable that the Scandinavian countries will give again the preference to the articles of Plauen as soon as German factories will be able to undertake their work.

Fears are increased from the fact of the projected annexation of Austrian Vorarlberg to Switzerland. Indeed, Vorarlberg possesses important embroidery factories, where the employees are not so exigent as they are in Switzerland.

SILK.

The silk and ribbon merchants of Zurich and Bâle have not suffered less than the manufacturers of embroidery. They have been deprived of the primary materials

which had been requisitioned by the Allies, and of their best markets. The exportation of Swiss silks to England, in spite of the increase in prices, has fallen from fifty-one million francs in 1914 to less than twenty millions in 1918.

On the other hand, the Swiss silk industry has also to face a terrible competition on the part of Japan. The Japanese have made rapid progress during the war in the technique of the silk industry, notably in ribbons, where Switzerland had assured for herself a privileged standing on account of the cheapness of her articles. Likewise, the United States are renouncing little by little the ribbon importations from Bâle. They are in a position to fabricate themselves, from silks imported from Japan, enough to satisfy their current needs as well as those of Canada. The American market is thus about nearly lost. From 1914 to 1917 the exportation of ribbons from Bâle to New York has fallen from eight millions to five hundred thousand francs.

IMPORTANT JUDGMENT AFFECTING THE AUSTRALIAN TARIFF.

An extremely important judgment affecting a vast quantity of goods exported during the war has just been delivered by the High Court of Australia, says the *Times Trade Supplement*. The point raised was the time of determining the value of goods on which *ad valorem* duties are payable. In this case the invoice price was 30 per cent less than the price at which the goods were shipped owing to rapid rise in values. The Federal Customs Department claimed that the *ad valorem* duty should be based on the value of the goods at the time of shipment. The importers demurred, and on appeal the case was decided against them. The judgment of the court is extremely interesting, and of course should apply equally to a falling market where the conditions might conceivably be reversed.

PRODUCTION OF POWER ALCOHOL IN THE UNITED KINGDOM.

(*The London Times*, July 24.)

The report of the Inter-Departmental Committee on the Production and Utilization of Power Alcohol, which appeared at the beginning of this month, recommended the establishment of a Government organization to initiate and supervise experimental and practical development work on the subject, and it is understood that such an organization, with funds, is to be set up under the Department for Scientific and Industrial Research.

The same report referred to the possibility of obtaining large supplies of alcohol synthetically from the products of coal distillation, but the matter appears to have advanced farther than might be supposed from the somewhat guarded terms of the reference. The gases produced from gas retorts and coke ovens contain about one-half per cent by weight of ethylene, and a process is being worked out for collecting this ethylene and converting it into alcohol. For extracting it use is made of the property possessed by cooled charcoal of absorbing gas, and the charcoal, when charged with the gas, is carried in a stream of molten lead, the heat of which causes it to give up the ethylene, which is then treated catalytically for the production of alcohol.

ONE SHILLING THREE PENCE A GALLON.

The amount of ethylene in the gasworks and coke-oven gases of this country is estimated to be sufficient to yield annually up to 150,000,000 gallons of 90 per cent alcohol, which the manufacturer could afford to sell at a price of perhaps 1s. 3d. a gallon; and even if it were found impracticable, owing to such difficulties as that of collecting the ethylene from all the gasworks, many of which are small and are situated in remote districts, to treat only half the total produced, some sixty or seventy million gallons would be obtained. Already several important collieries are believed to have in hand the addition of conversion plant to their existing coke-oven installations.

Alcohol by itself is not suitable for use in existing types of high-speed internal combustion engines, such as are fitted in motor-cars, but mixed with an equal amount of benzol it forms an excellent fuel for the purpose. Some difficulty in starting the engine in cold weather is the chief disadvantage, but, on the other hand, even more power is obtainable than with an equal consumption of petrol. The present production of 90 per cent benzol in this country is at the rate of about 31,000,000 gallons annually, and may in the near future be increased to 50,000,000 gallons or more. Hence, if the hopes of synthetic alcohol are realized, we may look forward to obtaining from home sources, in the shape of alcohol-benzol mixture, something like one-half of our present requirements of petrol.

THE PORT OF BARCELONA, SPAIN.

Barcelona, the second city and largest seaport of Spain, and capital of the province of the same name, is situated on the Mediterranean sea, 310 miles in a direct line northeast of Madrid. It is built on the sloping edge of a small plain between the rivers Besos, on the north, and Llobégrat, on the south, and was formerly defended by a strong line of ramparts. It is the seat of a university founded in 1430. Industrially and commercially it has for centuries been the pivotal point of eastern Spain, and in late times it has obtained notoriety as the centre of the anarchist movement in Spain. (Population, estimate of 1917, 621,000.)

The harbour of Barcelona has a depth at the entrance of from 24 to 33 feet, and at the quays of 26 to 31½ feet; there is a patent slipway, and a great floating dock. The recent creation of a free port zone—the largest in Spain—at Barcelona has given an immense impetus to the trade of the port, and it is now becoming an important point for the distribution of goods throughout the southern part of Europe and the northern part of Africa. During the war it was the centre of a hive of industry and great quantities of supplies were purchased there by representatives of the allied and associated powers; and the result of the intense industrial activity thus created has been equal to a commercial rejuvenation of the entire country. The principal imports are cotton, coals, electrical machinery, rubber, coffee, cocoa, sugar, chemicals, salt, fish, hides, iron, wax, hardware and grain, and the exports are fruit, cork, glassware, soap, woollens, cottons, wine, copper and steel and ribbons.

The illustration on the front page of this number of the *Weekly Bulletin* gives a birdseye view of the port of Barcelona.

TRADE OPPORTUNITIES IN GERMANY.

(*Board of Trade Journal.*)

The British Chamber of Commerce in Germany, which has been established at 133, Hohestrasse, Cologne, has been formally recognized as the British Chamber of Commerce in Germany, and is now affiliated with the Associated Chambers of Commerce of the United Kingdom. The aim of this association, which already includes among its members firms with an aggregate capital of £250,000,000, giving employment to 1,745,000 workpeople, is to give advice and assistance to British subjects, newcomers to occupied Germany, and to voice the needs of British merchants, heavily handicapped as they are in comparison with their French and Belgian friends.

The chamber will be pleased to introduce British firms desiring representation in Germany to reputable agents, either British or German, and to refer prospective German buyers to British manufacturers and merchants. Trade literature, catalogues, etc., are required in order to assist local buyers to place their orders with British firms. These will be displayed in a reading room, which is to be opened shortly.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending Aug. 15, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	101,484	94,541	54,461	174	35,387	286,047
Consolidated Elevator Co.	4,443	16,578	12,709	8,047	5,033	46,810
Empire Elevator Co.	*27,481	103,134	11,713	6,477	3,669	97,512
Ogilvie Flour Mills Co.	83,296	75,649	34,496	.....	9,283	202,724
Western Terminal Elevator Co.	*20,284	26,938	7,192	5,461	1,278	20,585
G. T. Pacific	26,705	165,745	14,408	9,490	7,476	223,824
Grain Growers' Grain Co.	49,484	285,916	74,175	.....	16,697	426,272
Fort William Elevator Co.	9,925	80,627	12,710	7,521	1,735	112,518
Eastern Terminal Elevator Co.	11,264	28,761	772	.....	.....	40,797
Northwestern Elevator Co.	30,638	35,955	29,451	23	1,823	97,890
Port Arthur—						
Port Arthur Elevator Co.	132,368	542,343	194,148	27	27,212	896,038
Sask. Co-op. Elev. Co.	43,836	131,422	47,944	8,435	6,344	237,981
Canadian Government Elevator.	51,572	152,264	32,857	7,301	4,791	248,785
Can. Government, Acc't. Imp. Gov. ....	.....	.....	.....	63	.....	63
Thunder Bay... ..	25,601	542,469	96,934	2,086	4,450	671,540
Davidson & Smith... ..	20,513	135,793	35,942	.....	3,614	195,862
Eastern-Richardson... ..	42,373	23,475	15,116	742	1,491	83,197
Total terminal elevators . . .	585,677	2,441,610	675,028	55,847	130,283	3,888,445
Saskatoon Can. Government Elevator..	34,307	116,289	1,107	.....	*5,926	151,703
Moosejaw Can. Government Elevator..*	14,403	92,479	7,292	2,510	1,763	124,373
Calgary Can. Government Elevator....	.....	.....	.....	.....	.....	.....
Vancouver Can. Government Elevator..	.....	30,084	.....	.....	.....	30,084
Total interior terminal elevators	48,710	238,852	8,399	2,510	7,689	206,160
Depot Harbour.....	.....	.....	None	in store.	.....	.....
Midland—						
Aberdeen Elevator Co. ....	.....	.....	None	in store.	.....	.....
Midland Elevator Co.	6,000	.....	.....	.....	186,833	192,833
Tiffin, G. T. P. ....	.....	.....	.....	.....	.....	.....
Port McNicoll.....	72,957	74,996	.....	.....	.....	147,933
Collingwood.....	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator & Transit Co.	113,773	112,859	.....	5,154	.....	231,786
Western Canada Flour Mills Co., Ltd.	97,526	.....	.....	.....	.....	97,526
Campbell Grain and Feed Co., West Toronto, Ont.....	96,087	1,502	2,403	.....	.....	99,992
Kingston—						
Montreal Transportation Co. ....	.....	.....	.....	.....	.....	.....
Commercial Elevator Co. ....	.....	.....	.....	.....	.....	.....
Port Colborne Dom. Govt. Elevator ..	.....	.....	.....	.....	.....	.....
" Maple Leaf Milling Co., Ltd. ....	.....	.....	.....	.....	.....	.....
Prescott.....	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners No. 1.....	578,378	15,259	1,289,418	.....	.....	1,883,055
" No. 2	692,903	223,682	254,293	.....	.....	1,170,878
Montreal Warehousing Co.	457,353	149,752	240,440	5,997	.....	853,542
Ogilvie Flour Mills Co.	5,591	.....	.....	.....	.....	5,591
Quebec Harbour Commissioners.....	81,099	29,288	.....	.....	.....	110,387
West St. John, N.B.	233,206	7,762	.....	.....	.....	240,968
Halifax, N.S. ....	.....	.....	.....	.....	.....	.....
Total public elevators.....	2,434,853	615,100	1,786,554	11,151	186,833	5,034,491
Total quantity in store.....	3,069,240	3,295,562	2,469,981	69,508	324,805	9,229,096

* Wheat overshipped.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended August 15, 1919.**

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—Grades.					
No. 1 Hard.....					-
No. 1 Northern.....		* 21,075	11,108	859,066	849,099
No. 2 ".....		68,798	25,751	247,601	342,150
No. 3 ".....		111,934	10,236	279,439	401,609
No. 4 Wheat.....		108,738		361,014	469,752
No. 5 ".....		75,137	41	22,757	97,935
No. 6 ".....		64,108		55,806	119,914
Other.....		178,037	1,574	127,446	307,057
Totals.....		585,677	48,710	1,953,129	2,587,516
Oats—Grades.					
No. 1 C. W.....		1,707			1,707
No. 2 ".....		522,822	13,040	155,423	691,285
No. 3 ".....		362,001	11,578	156,259	529,838
Ex. No. 1 Feed.....		378,610	71,880	88,042	538,532
No. 1 Feed.....		498,616	37,325	81,962	617,933
No. 2 ".....		330,042	73,436	24,034	427,512
Other.....		347,782	31,593	109,330	488,755
Totals.....		2,441,610	238,852	615,100	3,295,562
Barley—Grades.					
No. 3 extra C. W.....					-
No. 3 C. W.....		288,814	1,379	416,116	706,309
No. 4 ".....		204,545	4,427	991,442	1,200,414
Feed.....		36,561		81,785	118,346
Rejected.....		73,120	1,018	275,323	349,461
Other.....		71,988	1,575	21,888	95,451
Totals.....		675,028	8,399	1,786,554	2,469,981
Flax—Grades.					
No. 1 Northwestern Canada.....	62	32,384	1,818	11,151	45,415
No. 2 C. W.....		10,664	453		11,117
No. 3 ".....		6,995			6,995
Rejected.....					-
Other.....		5,742	239		5,981
Totals.....	62	53,785	2,510	11,151	69,508
Rye—					
No. 1 C. W.....		2,065			2,065
No. 2 ".....		78,116		99,947	178,063
No. 3 ".....					-
No Grade.....		19,003			19,003
Rejected.....		8,529		45,591	54,120
Other.....		22,570	1,763	41,295	65,628
Totals.....		130,283	1,763	186,833	318,879
Corn					
			5,926		5,926
Total quantity in store...					8,747,373

* Wheat overshipped.

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on August 15, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Totals.
	Bushels.	Bushels.	Bushels.
<i>August 15, 1919—</i>			
Terminal elevators.....	585,677	3,302,768	3,888,445
Interior terminals.....	48,710	257,450	306,160
Public elevators in the East.....	2,434,853	2,599,638	5,034,491
Total.....	3,069,240	6,159,856	9,229,096
<i>August 16, 1918—</i>			
Terminal elevators.....	38,889	4,222,239	4,261,128
Interior terminals.....	82,480	508,692	591,172
Public elevators in the East.....	1,452,417	2,788,917	4,241,334
Total.....	1,573,786	7,519,848	9,093,634
<i>August 17, 1917—</i>			
Terminal elevators.....	1,909,994	4,778,316	6,688,310
Interior terminals.....	287,732	135,013	422,745
Public elevators in the East.....	2,725,277	6,759,907	9,485,184
Total.....	4,923,003	11,673,236	16,596,239
<i>August 18, 1916—</i>			
Terminal elevators.....	9,934,382	8,410,571	18,344,953
Interior terminals.....	505,136	113,750	618,886
Public elevators in the East.....	6,339,875	5,923,156	12,263,031
Total.....	16,779,393	14,447,477	31,226,870
<i>August 19, 1915—</i>			
Terminal elevators.....	362,787	1,351,882	1,714,669
Interior terminals.....	3,913	15,163	19,076
Public elevators in the East.....	1,317,167	1,005,121	2,322,288
Total.....	1,683,867	2,372,166	4,056,033
<i>August 20, 1914—</i>			
Terminal elevators.....	1,161,352	2,606,632	3,767,984
Public elevators in the East.....	2,660,747	1,386,128	4,046,875
Total.....	3,822,099	3,992,760	7,814,859

Quantity of United States Grain in Store at Public Elevators in the East for week ending August 15, 1919.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....		13,460		242,849		256,309
Aberdeen Elevator Co.....		None		None	None	None
Midland Elevator Co.....		200,200				200,200
Port McNicoll.....						
Dom. Govt Elev.....						
Montreal—						
Harbour Commissioners No. 1.....	120,723		108,426			229,149
" " No. 2.....		65,755		129,655	1,014	196,424
Total Public Elevators.....	120,723	279,415	108,426	372,504	1,014	882,082

CANADIAN GRAIN STATISTICS—Continued.

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the eleven months ended July 31, 1919.

	Receipts.							
	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
September, 1918.....	4,140,197	111,683	438,583	9,757	43,460	.....	4,743,680	863,660
October, 1918.....	22,978,200	806,095	1,203,688	215,138	145,059	.....	25,348,180	1,651,530
November, 1918.....	24,310,613	1,023,548	748,913	410,288	182,268	.....	26,680,630	2,576,044
December, 1918.....	20,280,990	1,550,028	1,027,251	472,580	196,696	.....	23,527,545	2,991,440
January, 1919.....	8,270,908	938,299	747,006	241,789	71,421	.....	10,269,423	1,809,470
February, 1919.....	4,800,827	926,035	455,380	133,164	44,872	.....	6,360,278	1,530,515
March, 1919.....	2,342,829	713,802	454,103	57,636	47,760	.....	3,616,130	453,957
April, 1919.....	2,763,655	1,301,826	1,049,963	93,658	85,702	.....	5,294,804	945,432
May, 1919.....	4,285,151	1,629,382	867,379	151,782	28,933	.....	6,962,627	1,296,436
June, 1919.....	687,341	809,042	649,258	61,233	15,734	.....	2,222,608	350,490
July, 1919.....	1,335,667	1,919,344	1,642,380	197,733	51,896	108,603	5,255,623	2,201,530
Total, 11 months ending July, 1919.....	96,196,378	11,734,084	9,283,904	2,044,758	913,801	108,603	120,281,528	16,670,504
Total, 11 months ending July, 1918.....	114,903,484	29,275,412	7,429,931	3,911,940	212,176	1,025	155,733,968	24,899,093
	Shipments.							
	Lake.	Rail.	Lake.	Rail.	Lake.	Rail.	Lake.	Rail.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1918.....	1,583,608	.....	15,353	.....	1,598,961	.....	.....	.....
October, 1918.....	12,420,727	.....	82,347	.....	12,679,538	.....	.....	.....
November, 1918.....	30,171,908	.....	147,926	.....	30,449,318	.....	.....	.....
December, 1918.....	6,393,269	.....	286,633	.....	6,853,453	.....	.....	.....
January, 1919.....	2,097,028	.....	152,855	.....	3,484,158	.....	.....	.....
February, 1919.....	620,326	.....	170,884	.....	1,390,639	.....	.....	.....
March, 1919.....	173,276	.....	74,118	.....	763,747	.....	.....	.....
April, 1919.....	191,343	.....	166,947	.....	972,583	.....	.....	.....
May, 1919.....	9,804,833	.....	160,348	.....	11,398,674	.....	.....	.....
June, 1919.....	186,641	.....	32,709	.....	722,758	.....	.....	.....
July, 1919.....	22,919,826	.....	292,079	.....	27,758,731	.....	.....	.....
Total, 11 months ending July, 1919.....	298,791	.....	17,527	.....	1,256,048	.....	.....	.....
Total, 11 months ending July, 1918.....	3,650,440	.....	127,925	.....	6,167,170	.....	.....	.....
September, 1918.....	225,667	.....	37,670	.....	1,051,511	.....	.....	.....
October, 1918.....	2,090,050	.....	165,312	.....	5,861,794	.....	.....	.....
November, 1918.....	276,739	.....	37,621	.....	582,838	.....	.....	.....
December, 1918.....	.....	.....	.....	.....	.....	.....	.....	.....
January, 1919.....	.....	.....	.....	.....	.....	.....	.....	.....
February, 1919.....	.....	.....	.....	.....	.....	.....	.....	.....
March, 1919.....	.....	.....	.....	.....	.....	.....	.....	.....
April, 1919.....	.....	.....	.....	.....	.....	.....	.....	.....
May, 1919.....	.....	.....	.....	.....	.....	.....	.....	.....
June, 1919.....	.....	.....	.....	.....	.....	.....	.....	.....
July, 1919.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, 11 months ending July, 1919.....	89,034,661	4,935,112	7,346,693	1,277,923	673,259	.....	103,267,648	505,108
Total, 11 months ending July, 1918.....	6,524,159	6,516,643	1,278,763	743,751	104,699	25,792	15,193,987	9,207,357
September, 1918.....	99,216,799	16,866,541	5,101,502	3,135,014	63,585	.....	124,383,441	1,659,694
October, 1918.....	17,356,263	10,986,262	1,547,869	875,152	138,631	1,025	30,905,202	14,487,662

**Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other
Points in the Western Division for the Undermentioned Periods.**

	Month of July, 1919.	Eleven Months July, 1919.	Eleven Months July, 1918.
	No.	No.	No.
Wheat, Spring—			
One Hard.....		592	1,069
One Hard White Fife			—
One Man. Northern	924	41,772	64,007
Two Man. Northern	587	17,268	25,988
Three Man. Northern.....	519	16,249	16,387
Number Four.....	368	10,802	6,101
" Five.....	145	5,421	3,674
" Six.....	99	3,539	2,606
Feed.....	26	935	786
Smutty.....	36	776	655
No Grade.....	92	4,266	2,772
Rejected.....	59	1,706	3,117
Condemned.....	13	44	51
No Established Grade.....		6	54
No. 1.....		94	—
No. 2.....		50	—
No. 3.....		9	—
No. 1 Goose.....	1	31	6
No. 2 ".....		1	2
No. 4, 5, 6 Special			12
Total Spring Wheat.....	{ Cars	2,869	103,561
	{ Bushels.....	3,586,250	129,451,250
			155,927,800
Wheat, Winter—			
One A. R. W.....	5	17	61
Two A. R. W.....	2	27	55
Three A. R. W.....		4	16
Four R. W.....			—
Five Winter.....			3
One White Winter			—
Two ".....			—
Three ".....			—
Four ".....			—
One Mixed Winter.....			—
Two ".....			—
Three ".....			—
Four White Winter.....			3
No Grade.....		1	—
Rejected.....			—
Smutty White Winter.....			—
Total Winter Wheat.....	{ Cars.....	7	49
	{ Bushels.....	8,750	61,250
			169,050
Total Wheat.....	{ Cars.....	2,876	103,610
	{ Bushels.....	3,595,000	129,512,500
			156,096,850
Oats—			
Extra No. 1 C.W.....			—
Number One Canadian Western.....		9	35
" Two ".....	222	2,025	4,173
" Three ".....	258	2,000	2,538
Extra Number One Feed.....	168	2,123	6,167
Number One Feed	323	3,161	6,854
" Two ".....	212	2,963	5,178
Rejected.....	85	655	1,719
No Grade.....	216	2,085	2,565
Condemned.....		14	28
Mixed Grain.....	49	403	508
Mixed Grain No. 2			—
Total Oats.....	{ Cars.....	1,533	15,438
	{ Bushels.....	3,219,300	32,419,800
			58,041,750

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

	Month of July, 1919.	Eleven M'ths July, 1919.	Eleven Months July, 1918.
Barley—	No.	No.	No.
Number Three Extra C.W.....	566	3,977	1,933
" Three C.W.....	337	2,448	3,056
" Four C.W.....	142	928	658
Rejected.....	147	1,475	716
No Grade.....		1	—
Condemned.....			943
Smutty.....	76	741	—
Feed.....			
Total Barley..... { Cars.....	1,268	9,578	7,331
{ Bushels.....	1,711,800	12,930,300	9,530,300
Flaxseed—			
Number One N. W. Canada.....	143	1,830	3,593
" 2 C. W.....	67	532	565
" 3 C. W.....	17	212	88
Rejected.....	7	33	47
No Grade.....	4	50	138
Condemned.....		2	—
Total Flaxseed..... { Cars.....	238	2,659	4,431
{ Bushels.....	238,000	2,659,000	4,874,100
Rye—			
Number No. 1 C. W.....		8	27
" 2 C. W.....	40	738	291
Rejected.....	16	172	174
No Grade.....	20	253	36
Feed.....		1	—
Rye..... { Cars.....	76	1,172	528
{ Bushels.....	83,600	1,289,200	528,000
Screenings..... { Cars.....	76	569	806
{ Bushels.....	76,000	569,000	806,000
Corn..... { Cars.....	1	9	—
{ Bushels.....	1,000	9,000	—
Speltz..... { Cars.....		1	—
{ Bushels.....		1,000	—
<i>Recapitulation.</i>			
Grain—			
Wheat..... { Cars... 2,876		103,610	127,426
{ Bush... 3,595,000		129,512,500	156,096,850
Oats..... { Cars... 1,533		15,438	29,765
{ Bush... 3,219,300		32,419,800	58,041,750
Barley..... { Cars... 1,268		9,578	7,331
{ Bush... 1,711,800		12,930,300	9,530,300
Flaxseed... { Cars... 238		2,659	4,431
{ Bush... 238,000		2,659,000	4,874,100
Rye..... { Cars... 76		172	528
{ Bush... 83,600		1,172	528,000
Screenings... { Cars... 76		569	806
{ Bush... 76,000		1,289,200	806,000
Corn..... { Cars... 1		9	—
{ Bush... 1,000		9,000	—
Speltz..... { Cars... —		1	—
{ Bush... —		1,000	—
Total grain..... { Cars... 6,068		133,036	170,287
{ Bush... 8,924,700		178,820,800	229,877,000
Canadian Pacific Railway, Winnipeg and other points.....	2,980	67,860	91,328
Canadian Northern Railway.....	2,621	49,141	54,876
Great Northern Railway, Duluth.....	83	1,010	714
Grand Trunk Pacific.....	384	15,025	23,369
Total.....	6,068	133,036	170,287

RECAPITULATION—COMPARATIVE FIGURES FOR ELEVEN MONTHS ENDING MARCH 31, 1919.

	Total Number of Cars.
1901-2.....	55,606
1902-3.....	144
1903-4.....	39,249
1904-5.....	39,928
1905-6.....	67,163
1906-7.....	76,462
1907-8.....	62,867
1908-9.....	87,103
1909-10.....	110,399
1910-11.....	97,419
1911-12.....	172,845
1912-13.....	185,289
1913-14.....	192,918
1914-15.....	121,356
1915-16.....	334,429
1916-17.....	225,811
1917-18.....	170,287
1918-19.....	133,036

COMMERCIAL LAW DECISIONS IN THE ARGENTINE.

(Board of Trade Journal.)

The following legal decisions affecting trade and commerce have recently been promulgated in the Argentine Republic.

PAYMENT OF BILLS OF EXCHANGE.

A recent decision given by the judge of the Commercial Court at Buenos Aires, is to the effect that the drawee of a bill of exchange payable against documents cannot insist on inspecting the merchandise before paying the bill.

The case in question was a claim for the sum of 31,459.72 dollars in respect of twenty-five tons of calcium carbide, sold c.i.f. Buenos Aires, payment against presentation of bill of lading. The consignees refused to meet the bill on the ground that they had not inspected and verified the merchandise, and claimed that under Article 465 of the Commercial Code, they could not be called upon to pay until they had so inspected the goods. The court ruled that even if a buyer has a general right to inspect goods before payment, this right is waived by the express clause in the conditions of sale that payment will be made on presentation of documents, but without prejudice to the right of the buyer to claim against the seller in respect of inferior quality or quantity of the merchandise under Articles 472 and 473 of the Commercial Code.

BANKRUPTCY DECISION.

A decision of importance in Argentine bankruptcy law was given recently by the Supreme Court, to the effect that a bankrupt whose name does not appear on the commercial register is not precluded from obtaining his discharge, and being rehabilitated, by his failure to register as a trader in the commercial register. It was previously held under Article 26, Item 4, of the Code of Commerce that the unregistered trader who became bankrupt could not be reinstated, but the Supreme Court has now decided that this prohibition is contrary to Article 14 of the Argentine constitution, which guarantees the right of trade to all inhabitants of the Republic.

NEW INCORPORATIONS.

Dominion.

Cane Mola Company of Canada, Limited. Incorporators: Henry Weinfeld and Marcus Sperber, advocates; Sarah Miller and Fanny Weinfeld, stenographers, and Laurence Tannenbaum, notary—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Morse Oil Company, Limited. Incorporators: Joseph Max Bullen and Norman Stuart Robertson, barristers-at-law; Robert Alan Sampson, student-at-law; Agnes Porter Traill, accountant; and Lena Duff, stenographer—all of Toronto. Capital \$1,500,000, divided into 300,000 shares of \$5 each. Chief place of business, Toronto.

Searfe and Company, Limited. Incorporators: Reginald Searfe, manufacturer; Helen Cameron Wallace Searfe, widow; Henry Ransom Ryan, William Klersy and John Klersy, varnish-makers—all of Brantford. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Brantford, Ont.

Repetti, Limited. Incorporators: John Forbes, Charles Herbert Croft Leggett and Edna Fitzsimons, accountants; William Walter Perry, secretary, and Nellie MacDonald, stenographer—all of Toronto. Capital \$100,000, divided into 10,000 shares of \$10 each. Chief place of business, Toronto.

Fairweathers, Ltd. Incorporators: Robert Home Fairweather, merchant; Isabella Jane Fairweather and Jessie Home Fairweather, spinsters—all of Montreal; and Harry Hudson Hopkins, manager; and Nellie McSweeney, accountant—both of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Toronto.

British Columbia.

E. J. Ryan Contracting Company, Limited. Capital \$100,000. Head office, Victoria.

Kleanza Company, Limited. Capital \$500,000. Registered office, Usk.

Western Pulp and Lumber Trading Company, Limited. Capital \$500,000. Registered office, Vancouver.

Manitoba.

Holland Creameries, Limited. Incorporators: Jan Van Winkelen, buttermaker; Clive Jeffery Macleod, William Edward Davison, Herbert Edward Swift and Horace Ormond, barristers-at-law—all of Winnipeg. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Winnipeg.

Ontario.

Blatchford Calf Meal Company of Canada, Limited. Incorporators: Joseph Max Bullen and Norman Stuart Robertson, barristers-at-law; Robert Alan Sampson, student-at-law; Agnes Porter Trail, accountant, and Lena Duff, stenographer—all of Toronto. Capital \$75,000, divided into 750 shares of \$100 each. Head office, Toronto.

Davidson Consolidated Gold Mines, Limited. Incorporators: Joseph Montgomery, barrister-at-law; Daniel Alexander Sherriff and Russel Edwards Evans, accountants; Elsie White, book-keeper; and May Stern, stenographer—all of Toronto. Capital \$5,000,000, divided into 5,000,000 shares of \$1 each. Head office, Toronto.

Excelsior Electric Dairy Machinery, Limited. Incorporators: Lewis Travis Rutledge, manufacturer; William Willcocks Baldwin, broker; Alfred Neville Morine and Charles Pentland Tisdall, barristers-at-law; and Grace Burley, book-keeper—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Geo. Lawrence's Bread, Limited. Incorporators: Grant Paulin, solicitor; William Bain, book-keeper; Vera Fletcher and Aldine Strachan, solicitors' clerks; and Laura

Tinney, stenographer—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Head office, Toronto.

Orillia Tractors, Limited. Incorporators: Frederick Wilson Vollans, James Brockett Tudhope, and William Hugh Tudhope, manufacturers; Melville Brockett Tudhope, barrister-at-law; and Mona Reardon, stenographer—all of Orillia. Capital \$300,000, divided into 3,000 shares of \$100 each. Head office, Orillia.

Prince Edward County Oil Company, Limited. Incorporators: Thomas Henry Hamilton, Toronto, oil merchant; Archibald Duncan McArthur and John Alexander McArthur, both of Blackstock, Ont., physicians; Edward Hull, Hamilton, oil merchant; and Canniff Haight, of Hallowell, farmer. Capital \$60,000, divided into 6,000 shares of \$10 each. Head office, Wellington.

The Pure Ice Cream Company, Limited. Incorporators: The Honourable John Milne, Senator; the Honourable George Lynch-Staunton, K.C.; Alfred Wavell Peene, architect; Peter Alfred Thomson, banker; and William Heard Forster, company manager—all of Hamilton. Capital \$200,000, divided into 4,000 shares of \$50 each. Head office, Hamilton.

Ross Can Company, Limited. Incorporators: Edward Murphy and Ralph Haffey, students-at-law; Frank Regan, barrister-at-law; Alexander Nugent, real estate agent; and Jane Clement, stenographer—all of Toronto. Capital \$500,000, divided into 1,900 shares first preference cumulative shares of \$100 each, 6,000 second preference shares of \$10 each, and 25,000 common shares of \$10 each. Head office, Bowmanville.

Scott-Millar Coal Company, Limited. Incorporators: Arthur Wellseley Holmsted and Arthur Beresford Morsted, bankers; and Edith Mary Carruthers and Aileene Ritchie, stenographers—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

TENDERS INVITED.

South Africa.

MUNICIPALITY OF THE CITY OF EAST LONDON—AUGMENTATION OF WATER SUPPLY.

The Commercial Intelligence Branch of the Department of Trade and Commerce is in receipt of specification, conditions, form of tender, and schedule of quantities for the supply of cast-iron pipes, specials, and other accessories in connection with the scheme of augmented water supply for the Municipality of the City of East London. In the case of f.o.b. tenders, the contractor will be required to commence delivery not later than the end of November, 1919, and complete delivery not later than the end of January, 1920. In the case of c.i.f. tenders the contractor will be required to commence delivery not later than January, 1920, and complete delivery by the end of February, 1920.

Particulars of this indent may be procured from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. (Refer file No. 18271.)

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

2027. **Leather, agricultural implements, oilcake, asbestos, aluminium.**—A Belgian company with branches in the United Kingdom, France, the United States, etc., are desirous of securing the sole agency for Belgium of Canadian manufacturers of sole leather, agricultural implements, oilcake, asbestos, and aluminium in pigs.

2028. **Glass bottles.**—A London manufacturing company who are purchasers of large quantities of white flint glass bottles suitable for oils, sizes 1, 2, 3 and 4-ounce, invite offers from Canadian manufacturers.

2029. **Linseed oilcake.**—A firm on the East Coast of England who are purchasers of linseed oilcake would be glad to hear from Canadian manufacturers able to offer supplies.

2030. **Household chairs and office furniture.**—A mercantile establishment in Scunthorpe, England, dealing in house furnishings, wish to secure from Canada office chairs and other office furniture and household chairs as well as all kinds of wooden toys. Prepared to pay cash on arrival at port in England or would undertake to sell any of these lines on commission.

2031. **Textiles.**—A Parisian agent would like to represent in France Canadian exporters of textile goods (woollens and cottons).

2032. **Oils, oil seeds, tin plates.**—An agent in Marseilles in touch with French manufacturers of oils is seeking connections in Canada for the sale of oils, oil seeds and tin plates for manufacturing of cans.

2033. **Linseeds.**—An importer of Paris, France, requires some linseeds from Canada.

2034. **Agencies.**—An agent of Paris, France, would like to represent Canadian exporters of portable houses, light furniture, dried and evaporated fruits, condensed milk, and generally all Canadian products.

2035. **Timber and lumber.**—An importer of timber and lumber in Rouen, France, would like to get in touch with Canadian exporters.

2036. **Linseed and animal oils, paints, etc.**—An agent in Paris, France, desires to act as representative of Canadian exporters for linseed oils, animal oils, paints, colours, etc.

2037. **Hosiery, shoes.**—An importer in Marseilles, France, is ready to buy from Canadian manufacturers, women's cotton hosiery, men's and boys' shoes.

2038. **Agencies.**—An agent of Lille, France, would like to receive offers from Canada for cotton waste, animal oil and grease, flax, graphite and shoes.

2039. **Machinery, mechanical and electrical supplies.**—Importers and exporters of Paris, France, who have been in touch with North America for many years, are in a position to import into France Canadian industrial products, especially machinery, mechanical and electrical supplies.

2040. **Agencies.**—An agent in Lyons, France, would like to represent Canadian exporters for industrial alcohol, wood-pulp, lead, copper and manganese ores.

2041. **Butter.**—A firm in Marseilles, France, manufacturing cheese asks butter from Canadian exporters and manufacturers.

2042. **Grain.**—An agent in Paris, France, would like to represent Canadian exporters of grain.

2043. **Seeds.**—An agent in Montlucon, France, is anxious to get in touch with Canadian exporters of seeds.

2044. **Eggs.**—An importer of food products in Paris, France, would like to receive offers for Canadian eggs.

2045. **Timber, lumber.**—An agent in Paris, France, is ready to act as representative of Canadian exporters of timber and lumber.

2046. **Food products.**—A French firm importing grain, flour, etc., would like to represent in Paris Canadian exporters of food products.

2047. **Casks.**—Member of large society of French industrials asks quotations on casks for which he has large demand.

2048. A firm of importers of Paris, France, desire to get into correspondence with Canadian firms able to import into France the following: Cereals, butter, alimentary products, fruits, canned goods, dairy apparatus, cheese, rope, nails, brass goods, kitchenware, enamelled or in sheet iron, hot-air stoves and apparatus, typewriters, linen, cotton goods, hosiery, shoe brushes, woodenware, and all products generally imported. Prices to be quoted f.o.b. Paris. Can consider prices c.i.f. Havre or French ports, but preference will be given to those quoting cost, insurance, duty, freight and interior freight in France. English firms said to be doing this now.

2049. **Seeds.**—Agriculturists and seedsmen of Bruyères, France, are interested in importing into France seed peas, garden seeds and grasses.

2050. **Condensed milk.**—Broker and agent in Paris wishes to get agency for sale of condensed milk in France.

2051. French importers, with branch in Athens, wish to get in touch with Canadian manufacturers of all sorts of merchandise. For Greece they are handling pharmaceutical preparations, paper and cloth, in large quantities, amongst other articles.

2052. **Construction material.**—Commission agent in the Department of Loire, France, who works on basis of 5 per cent commission, wishes to have quotations from Canadian firms on lumber, wood beams, flooring material and all construction material

in oak, pine, or in any Canadian wood c.i.f. Havre. Has splendid facilities for distribution, both canal and railroad.

2053. **Casks.**—President of a wine-growers' syndicate in the Department of Aude, France, wishes to import casks, more particularly those of 600 litres capacity, into Aude wine district. Quote c.i.f. Cette or Marseilles preferably, or Bordeaux or Havre.

2054. **Canned goods, salted meat, lard.**—An abattoir concern in the Department of the Seine is to take up importation of canned goods, salted meat and lard into France.

2055. A Vendée, France, concern desires to obtain catalogues and price lists for importation into France of all kinds of machinery.

2056. A society with a capital of 500,000 francs is now importing into France clothing and alimentary products from United States, and is very anxious to develop similar trade with Canada. Wishes to take up correspondence with Canadian responsible exporting and importing firms so as to sell their products in France.

2057. An ex-administrator of colonies, formerly in the French Congo, where he spent fifteen years, now retired with rank equivalent to major in army, 44 years old, in prime of life and resident in Paris, desires to get in touch with Canadian manufacturers of cloth, hardware, chinaware, cutlery and alimentary products, and to act as intermediary in France for re-export and distribution of these goods into the French Congo, transshipping at Bordeaux, Havre, Marseilles, or any other port.

2058. **Condensed milk, alimentary products.**—An importer in Genève, Switzerland, wishes to obtain representation of Canadian houses in condensed milk and all alimentary products.

2059. **Canned salmon.**—A Rotterdam firm are desirous of being placed in communication with Canadian packers of salmon.

2060. **Hardware.**—An importing business firm in Newfoundland wishes to get in touch with Canadian manufacturers and exporters of shelf hardware, axes, handsaws, hammers, wrenches, cutlery, bread mixers, lamps, lanterns and oil burners, cheese cutters, hosiery knitters, etc.

2061. **Dry goods.**—A Newfoundland importer is open to transact business with Canadian exporters of general dry goods, women's and children's apparel, corsets and covers, overalls, men's hats, caps and neckwear.

2062. **Groceries, etc.**—Canadian manufacturers and exporters of condensed and evaporated milk, tinned meats, baking powder, biscuits, household ammonia, butter and cheese, candy, chocolates, confectionery, chewing gum, flour and cereals, jellies and marmalades, are asked to communicate with a firm in Newfoundland conducting a general business.

2063. **Wool-picking machines.**—An important concern in St. John's, Newfoundland, make inquiry for the names of Canadian manufacturers of wool-picking and wool-mixing machines.

2064. **Shoddy.**—The names of Canadian dealers in reworked wool are asked for by a firm in Newfoundland.

2065. **Rolled oats and oatmeal.**—An important Rotterdam firm would like to get in touch with a Canadian milling concern not already represented in Holland.

2066. **Mica.**—A Rotterdam firm are open to purchase mica suitable for stoves.

2067. **Barytes, lead oxides, etc.**—An important firm in Manchester wish to be placed in touch with Canadian producers of ground sulphate of barytes, lead oxides, such as white lead, litharge and red lead, zinc oxide and lithopone.

2068. An importing firm in Athens, Greece, are desirous of entering into business connections with a view to importing the following products from Canada: Leather, skins, paper, automobile tires, alimentary products, lumber, etc.

2069. An importer at the Hague, Holland, would be glad to hear from Canadian manufacturers and merchants who are in a position to offer the following goods for Dutch and adjoining markets: Rubber goods for all purposes, including tires and rubber shoes, mica, asbestos and asbestos goods, dried fruits, foodstuffs (bulk or packet), etc., c.i.f. Rotterdam or British ports preferred.

2070. **Agencies.**—A commission agent in Georgetown, British Guiana, who served as an officer in the Imperial forces, desires to take up agencies for Canadian goods.

2071. **Foodstuffs, clothing.**—A broker of London and Portsmouth, England, who has been in the business since 1883, desires to undertake for Canadian firms disposal of any big lines in food or clothing, and will make prompt cash payments.

2072. **Agencies.**—A firm of importers of London, England, desire to enter into correspondence with Canadian firms exporting such lines as electrical accessories, bottles, box shooks, condensed milk, tinned fruits and fish, prunes, etc.

2073. **Agencies.**—A firm of importers in London, England, desire to be brought in touch with Canadian exporters of soft goods, smallwares, hardwares (small), rubber goods, chemicals, etc. If prices are competitive, a large turnover might be expected.

2074. **Potatoes, Indian corn, hay, forage, etc.**—A firm in Havana, Cuba, desires to take up immediate business with Canadian firms handling such products as potatoes, Indian corn, hay, forage, etc.

2075. A firm in San Salvador, Salvador, desire to get in touch with exporters of flour, corrugated, stamped and plain iron sheeting and other metals, such as expanded metals for building purposes, Oregon pine and redwood matched and plain lumber, cement, paints and hardware.

2076. **Motor units.**—A consulting marine engineer and naval architect of London, England, who has just returned to civil life, desires to be brought in touch with Canadian manufacturers of motor units for ordinary bicycle or other engineering specialties, with a view to his acting as sole agent in England.

2077. **Agencies.**—A firm of Nagoya, Japan, desire to get in touch with exporters of skin, leather, feathers, cotton goods, paper, cedar, iron and steel, fancy goods, toilet goods, watches and clocks.

2078. **Preserved fruit, vegetables, etc.**—An importer of London, England, desires to get into direct touch with Canadian concerns making preserved fruits, vegetables, fish, meat, and other preserved foods. Is prepared to interview firms direct in Canada.

2079. **Alimentary products, chemicals, and dyeing material.**—An importer in Salonika, Greece, interested in alimentary products in general, also in chemical products, and dyeing material, desires to be brought in touch with manufacturers and exporters.

2080. **Oats, maize, bran.**—An importer of Toulouse, France, who desires to import oats, maize and bran (milling offals), and is in a position to export seeds, wants to communicate with Canadian concerns.

2081. **Foodstuffs.**—A firm in Ottignies, Belgium, desire to be brought into communication with Canadian firms dealing in foodstuffs.

2082. **Canned fruits and vegetables.**—A firm of canned goods merchants in Liverpool, England, would like to arrange to represent Canadian exporters of canned fruits and vegetables.

2083. A wholesale merchant of Winnipeg is about to take a trip to Europe visiting Scandinavian countries, Poland, Ukraina, and other parts of Russia, Germany, Austria, Palestine and Mesopotamia. Speaks fluently Russian, Ukrainian, German and Hebrew. Would like to secure agencies for Canadian manufacturers and produce merchants. Expects to sail from Canada about November 1.

2084. **Linseed and other cattle-feeding cakes.**—A Scottish firm ask for the addresses of Canadian manufacturers in a position to export linseed and other cattle-feeding cakes.

2085. **Box shooks.**—A London manufacturing company purchases regularly large quantities of box shooks to various specifications, tongued, grooved and glued, and would be glad to receive quotations c.i.f. London and Liverpool from Canadian manufacturers who are in a position to make regular shipments. Specification upon application to the Commercial Intelligence Branch, Department of Trade and Commerce at Ottawa.

2086. **Sulphite lye.**—A London company, which intends purchasing large quantities of sulphite lye, invites samples and other particulars from Canadian works able to ship the article regularly.

2087. **Export trade to Canary Islands.**—A leading firm in Teneriffe is desirous of securing the representation of Canadian manufacturers and shippers of all kinds, more particularly of lumber, and invites correspondence from firms in a position to negotiate. References.

2088. **Hardware, building and engineering goods.**—A London firm ask to be placed in touch with Canadian manufacturers of hardware, rails, wire nails, and other building and engineering goods who wish to extend their business and are not already represented in the United Kingdom. Bankers' reference.

2089. **Leather.**—A London firm interested in the purchase of box and willow calf, chrome patent sides, and black and tanned glazed kid, invite offers from Canadian manufacturers.

2090. **Automobiles, and accessories and supplies.**—An English company are desirous of getting into touch with Canadian manufacturers of automobiles and automobile accessories and supplies, etc., who are not branches of United States enterprises.

2091. **Barley, hops, etc.**—A London firm, claiming a good connection with the brewing trade, is desirous of securing the selling agency of Canadian shippers of barley, hops and other grain.

2092. **Chemicals.**—An English company wishes to hear from Canadian manufacturers of chemicals who are in a position to do export business.

2093. **Blackboards.**—A Cape Town firm of school furnishers wishes to secure the agency for a Canadian blackboard. Immediate correspondence is requested with particulars as to price, etc.

2094. **Wool machinery.**—A Cape Town firm wish to procure from Canada machinery for wool washing and wool spinning. Catalogues and price lists requested.

2095. **Doors, etc.**—A Paris house supplying contractors with building supplies wishes to import doors, etc., from Canada. References.

2096. **Paper and paper pulp.**—An importer in Barcelona, Spain, desires to be put in touch with an important Canadian house exporting paper and paper pulp (mechanical and chemical). He writes: "These articles are in great demand here and if your goods can compete with those which come from Sweden, we shall be able to do trade of much importance."

2097. **Flour, etc.**—An importer of Paramaribo, Dutch Guiana, desires to establish connections with Canadian exporters of flour and general lines.

2098. **Canned goods.**—An agent in Marseilles, France, desires to act as representative for producers of all kinds of canned goods in Marseilles and district, Algeria and Tunisia.

2099. **Agencies.**—A firm at Paris stated to have correspondence at Havre, Bordeaux, and Marseilles and in Morocco, Tunis and Egypt, desire to get into touch with Canadian manufacturers and produce exporters seeking business in those markets.

2100. **Canned goods.**—A London firm are seeking agencies for Canadian packers of canned goods.

2101. **Wire nails.**—Inquiry is made by a London merchant firm for names of Canadian manufacturers of wire nails seeking agents in Great Britain.

2102. **Flour.**—A correspondent at Brussels asks to be placed in touch with a Canadian flour-milling firm not already represented in Belgium for whom he could act as a buying agent.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should com-

municate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. **Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 **R.S.** Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 **R.S.**—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 **R.S.**—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 **R.S.**—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 **R.S.**—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Melita, C.P.O.S. Line, about August 29; *Rimouski*, White Star-Dominion Line, about September 4; *Minnedosa*, C.P.O.S. Line, about September 14; *Metagama*, C.P.O.S. Line, about September 16.

MONTREAL TO LONDON.

Tunisian, C.P.O.S. Line, about August 28; *Verbania*, Cunard Line, about September 3; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about September 4; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about September 11; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about September 11; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about September 14.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about September 10.

MONTREAL TO GLASGOW.

Montcalm, C.P.O.S. Line, about August 29; *Cabotia*, Cunard Line, about September 2; *Holbrook*, C.P.O.S. Line, about September 13; *Scotian*, C.P.O.S. Line, about September 14.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Monmouth, C.P.O.S. Line, about August 28; *Virgelia*, Cunard Line, about August 28; *Vellania*, Cunard Line, about August 30; *Pretorian*, C.P.O.S. Line, about September 3; *Sardinian*, C.P.O.S. Line, about September 4; *Sicilian*, C.P.O.S. Line, about September 6.

MONTREAL TO MANCHESTER.

Manchester Division, Manchester Liners, about August 30; *Manchester Importer*, Manchester Liners, about September 4; *Manchester Mariner*, Manchester Liners, about September 14; *Manchester Corporation*, Manchester Liners, about September 27.

MONTREAL TO LEITH.

Cairndhu, Thomson Line, about August 28; *Cairnvalona*, Thomson Line, about September 19.

CAIRN LINE TO DUNSTON.

Cairnmona, Head Line, about September 9.

MONTREAL TO DUBLIN.

Carrigan Head, Head Line, about September 15.

MONTREAL TO BELFAST.

Ballygally Head, Head Line, about August 28; *Milmore Head*, Head Line, about August 31.

MONTREAL TO ST. NAZAIRE (FRANCE).

Cape Corso, Can.-French Line, about September 5.

MONTREAL TO HAVRE (FRANCE).

Wisley, Compagnie Canadienne Transatlantique, Limitée, Canadian Steamship Lines, Limited, agents, about September 10.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Pioneer*, Can. Govt. Merchant Marine, Ltd., about September 10; *Clan Keith*, Houston Lines, about September 20.

* Buenos Aires only.

MONTREAL TO SOUTH AFRICA.

Cape Town, *Port Elizabeth*, *East London*, *Durban* and *Delagoa Bay*.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, *Sydney*, *Auckland*, *Wellington*, *Lyttleton* and *Dunedin* (Port Chalmers).

MONTREAL TO BARBADOS AND TRINIDAD.

Canadian Warrior,* Can. Govt. Merchant Marine, Ltd., about September 6; *Canadian Recruit*, Can. Govt. Merchant Marine, Ltd., about September 23.

* Also calls at Matanzas, Cuba, after Trinidad.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Trader, Can. Govt. Merchant Marine, Ltd., about September 6; *Canadian Sailor*, Can. Govt. Merchant Marine, Ltd., about September 23.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about September 5; *Chaleur*, Royal Mail Steam Packet Co., about September 19.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, MANILA AND HONG KONG.

Protesilaus, Blue Funnel Line, about September 5; *Tyndareus*, Blue Funnel Line, about September 29.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG.

Manila Maru, Osaka Chosen Kaisha, about August 30.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Suwu Maru, Nippon Yusen Kaisha, about September 18.

From Vancouver.

VANCOUVER TO FIJI, AUSTRALIA, AND NEW ZEALAND.

Makura, Canadian Australasian Royal Mail Line, about September 6; *Niagara*, Canadian Australasian Royal Mail Line, about September 16.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Asia, C.P.O.S. Line, about September 4.

VANCOUVER TO YOKOHAMA, KOBE, SHANGHAI AND HONG KONG.

Monteagle, C.P.O.S. Line, about September 15; *Empress of Japan*, C.P.O.S. Line, about September 18.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Melville Dollar, Canadian Robert Dollar Co., about October 3.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

Report of the Department of Trade and Commerce. (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:

Chinese Markets for Canadian Products.
The Trade of South China.
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Toy Making in Canada.
The Timber Import Trade of Australia.

Patent Office Records. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan (1914).
Export Directory of Canada (1915).
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Out of Print.

Commercial Intelligence Service (Supplement to Weekly Bulletin).
Canada and the British West Indies (1915).
Review of Commercial Intelligence Service (1916).

Bureau of Statistics.

The Canada Year Book.
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:

Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.

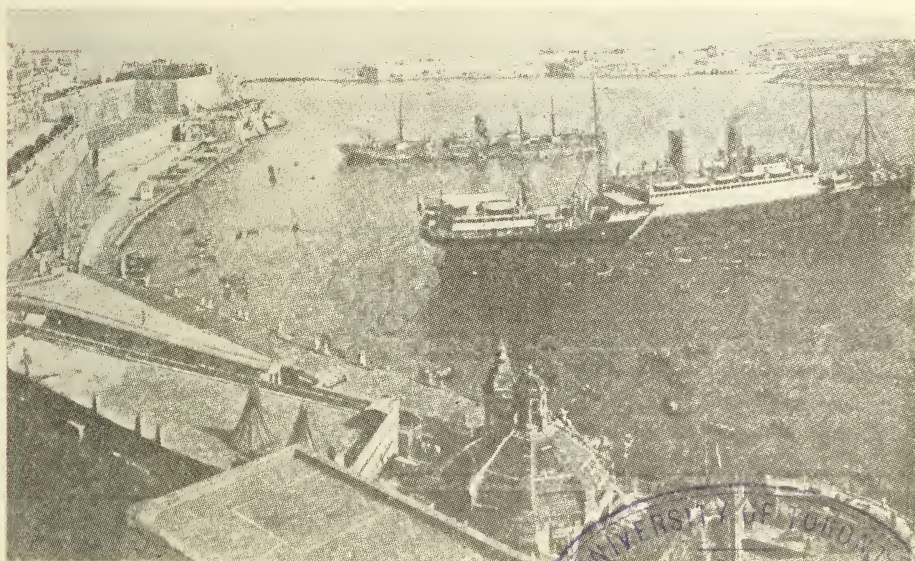
Population and Agriculture (Prairie Provinces). (1916.)
Postal Census of Manufacturers (1916).
Criminal Statistics, 1916.
Special Report on Foreign-born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

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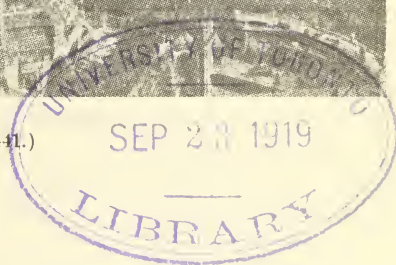
DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Malta. (See p. 441.)



Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, September 1, 1919

No. 813

EXTRAORDINARY INCREASE IN THE FRENCH PROTECTIVE TARIFF.

As already noted in the *Weekly Bulletin*, the French Government, in order to give higher protection to French industries and at the same time increase the customs revenue, has adopted a system of tariff increases by multiplying a great number of items in the old tariff by a figure known as the "co-efficient of increase," which is calculated in each case to represent the relation which the official valuation of the goods in 1918 bears to the corresponding valuation in 1913. The total duty leviable will thus be the old tariff duty multiplied by the "co-efficient."

Foodstuffs, beverages, fuel, certain raw materials, and a limited number of manufactured articles are exempted from the increases.

An examination of the schedules shows that the following are the number of tariff items in which the different "co-efficients of increase" are used:—

Co-efficient Number.	Number of Items.
1.1.	65
1.2.	85
1.3.	54
1.4.	181
1.5.	86
1.6.	78
1.7.	28
1.8.	79
1.9.	36
2.	75
2.1.	89
2.2.	30
2.3.	63
2.4.	53
2.5.	57
2.6.	482
2.7.	126
2.8.	95
2.9.	68
3.	704
3.1.	1
Total.	2,535

There are in addition nineteen items in respect to which references are given in place of co-efficient numbers.

There is one item for which the co-efficient is set down as 3.1. This is evidently a typographical error, as the explanatory report distinctly states that the Government have systematically adopted the figure 3 as the maximum "co-efficient of increase."

RULES FOR IMPERIAL PREFERENCE.

(Reproduced from the *London Gazette* of August 8, 1919.)

(1) Save as hereinafter provided goods shall not be deemed for the purposes of section 8 of the Finance Act, 1919, to have been manufactured in the British Empire unless at least 25 per cent of their total value is the result of labour within the British Empire.

(2) In the case of those classes of those goods in respect of which an order has been made by the Board of Trade under section 8 subsection (2) of the Finance Act,

1919, no part of the goods shall be deemed to have been manufactured in the British Empire unless at least 5 per cent of the total value of the goods is the result of labour within the British Empire.

(3) Where a number of separate articles are included in one parcel or shipment, each and every article shall be considered separately for the purpose of calculating the proportion of value due to labour within the Empire.

(4) For the purposes of these regulations the total value of an article shall be its cost to the manufacturer at the factory or works, and shall include the value of containers and other forms of interior packing ordinarily sold with the article when it is sold retail, but shall not include the manufacturer's or exporter's profit or the cost of exterior packing, carriage to port and other charges incidental to the export of the goods subsequent to their manufacture.

(5) In calculating the proportion of value which is the result of labour within the British Empire there may be included under the head of labour the cost to the manufacturer of any materials of purely Empire origin entering into the composition of the article (including the interior packing specified in regulation (4), the cost of manufacture including wages, proportion of fuel, supervision and other factory expenses, and the cost of the labour of packing for retail sale.

The following may not be included in the proportion of value which is the result of Empire labour, namely, any materials or interior packings not entirely of Empire origin, manufacturer's profit or the profit or remuneration of any trader, agent, broker, or other person dealing in the article in its finished condition the expenses of placing the goods in outside packages for export and the cost of such packages, transportation charges, insurance and any other charges for services after the goods leave the place of production or manufacture.

(5) Any question arising on the interpretation of these regulations shall be referred to the Board of Trade, whose decision shall be final.

RULES FOR IMPERIAL PREFERENCE FOR SUGAR AND TOBACCO.

(Reproduced from the London Gazette of August 8, 1919.)

In pursuance of section 8 of the Finance Act, 1919, the Board of Trade, being satisfied that refined sugar, molasses, and extracts from sugar, and manufactured tobacco are to a considerable extent manufactured in the British Empire from material not wholly grown or produced within the Empire, hereby order that the preferential rates of customs duty shall, in the case of refined sugar, molasses and extracts from sugar, and manufactured tobacco, be charged only in respect of such proportion of those goods as corresponds to the proportion of dutiable material used in their manufacture which is shown to the satisfaction of the commissioners of customs and excise to have been grown or produced in the Empire.

BRITISH PREFERENTIAL RULES RESPECTING POST PARCELS.

The following cable, dated 22nd August, has been received from the Canadian High Commissioner's office, London:—

"In case of post parcels contents not for sale and not exceeding ten pounds value following certificates will in absence ground for suspicion be accepted as evidence origin for charging preferential rate duty. The contents of this package are not merchandise for sale and every dutiable article herein is the growth or produce or if a manufactured article is to the extent of at least one-fourth of its present value bona fide the manufacture of Empire country of origin. All other post parcels subject ordinary rules evidence applicable merchandise generally.

GENERAL IMPORT LICENSE FOR SARDINES AND CANNED SALMON.

The Canadian Trade Commission has authorized the issue of a general import license for sardines and canned salmon. These goods have been a restricted import from all countries since May 20. It will not be necessary in future to apply for individual licenses for either sardines or salmon, and any of these goods in bond may now be entered for consumption.

CERTIFICATES OF ORIGIN AND INTEREST AND EXPORTS TO HOLLAND AND SWITZERLAND.

An Order in Council (P.C. 19/1633, of the 6th August, 1919) has been passed abolishing the requirement for the production of certificates of origin and interest in connection with the importation into Canada of goods from any country, and permitting shipments to Holland and Switzerland to be consigned direct to importers in those countries instead of to the Netherlands Overseas Trust and the Société suisse de Surveillance Economique respectively.

WAR MEASURES—PROHIBITED EXPORTS AND IMPORTS.

Wheat and Wheat Products.

Memorandum of the Department of Customs 2331-B, dated 23rd August, 1919, has been published as under:—

By Order in Council of 31st July, 1919, P.C. 1589, the Canadian Wheat Board was appointed, with certain powers looking to the purchase, storage, movement, financing and marketing of the wheat grown in Canada in 1919, and other wheat undelivered in Canada on the 15th of August, 1919.

Order in Council P.C. 1741 of 18th August, 1919, amending said Order in Council P.C. 1589, gave to the above-named Board among other powers the power to prohibit the export out of Canada or the importation into Canada of any wheat or wheat products otherwise than in accordance with the regulations or orders of the Board.

Previous regulations in Memos. 2317-B and 2318-B, so far as they relate to the export and import of wheat or wheat products and are inconsistent with the authority conferred upon the Canadian Wheat Board by the above-mentioned Orders in Council, are hereby cancelled.

Collectors of Customs are hereby instructed not to admit to entry nor allow exportation of wheat or wheat products otherwise than under permission in accordance with the regulations or orders of the Canadian Wheat Board.

Correspondence and applications in reference to permission to import or export wheat or wheat products should hereafter be addressed to the Secretary of the Canadian Wheat Board, Winnipeg.

TRADING WITH THE COUNTRIES WITH WHICH WE WERE AT WAR.

The following Order in Council (P.C. 1731) was passed at Government House, Ottawa, on Monday, 18th August, 1919:—

The Deputy Governor General in Council, on the recommendation of the Minister of Trade and Commerce, is pleased to order that the Order in Council of 23rd June, 1919 (see *Weekly Bulletin* 804, p. 1209), permitting trading and commercial and financial transactions with persons resident or carrying on business in an enemy country or occupied territory with whom residents of the United Kingdom have been

or may hereafter be permitted by His Majesty's license to trade and have commercial and financial transactions, shall be and the same is hereby amended by adding thereto the following:—

“Provided further that this license shall not permit any person to pay or deliver any sums of money or property which is or but for the war would have been due or deliverable to any person or bodies of persons resident or carrying on business in Germany in respect of transactions entered into before the outbreak of the war.”

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

G. E. Johnson, Rio de Janeiro.. . . .	Left Canada for Brazil, August 15, via England.
B. S. Webb, Buenos Aires.. . . .	Now travelling in Ontario.
D. H. Ross, Melbourne.. . . .	Now travelling in Ontario.
J. E. Ray, Manchester.. . . .	Sailed for England August 15.
W. A. Beddoe, Auckland.. . . .	Travelling in the Maritime Provinces.
W. J. Egan.. . . .	Now in Montreal.
Harrison Watson, London.. . . .	Will arrive in Ottawa about September 15.
H. R. Poussette.. . . .	Will leave Canada in September on a trip to Oriental countries.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

THE EFFECT OF THE WAR ON MERCHANT SHIPPING.

TRADE COMMISSIONER HARRISON WATSON.

London, August 8, 1919.—In view of the acute shortage of ocean tonnage from which the world is suffering at the present time and which is holding up the general revival of trade which is so vital to the restoration of normal conditions, considerable curiosity has existed as to the volume of ocean shipping available at the present time in comparison with the pre-war position.

STEAM TONNAGE HAS ACTUALLY INCREASED.

Consequently the result of the investigation which it was understood that Lloyds' Register of Shipping was making, has been awaited with much interest, and the statistics which have just been issued, which show that in June, 1919, there was an increase of nearly 2,500,000 tons of steamships over June, 1914, have created considerable surprise.

It should be mentioned, however, that while the total steam tonnage has advanced from 45,404,000 tons in 1914 to 47,897,000 tons in 1919, sailing tonnage has decreased by about 1,030,000 tons gross, in 1914 the aggregate being 3,686,000 tons as against 3,022,000 (net) in 1919.

As the reduction in sailing ships during the quinquennial period 1909-14 was actually 380,000 tons more than the 1914-19 decrease, the compiler of Lloyds' Register of Shipping decides to confine the present review which accompanies the statistics mainly to steam tonnage.

Before proceeding quoting this review it is advantageous to reproduce the table of statistics which forms the main interest of the memorandum:—

TABLE SHOWING THE STEAM TONNAGE OWNED BY THE PRINCIPAL MARITIME COUNTRIES BEFORE AND AFTER THE WAR.

	June, 1914.	June, 1919.	Difference between	
	Tons gross.	Tons gross.	Tonnage.	Percentage.
United Kingdom.. . . .	18,892,000	16,345,000	+ 2,547,000	13.5
British Dominions.. . . .	1,632,000	1,863,000	— 231,000	14.1
United States—				
Sea-going.. . . .	2,027,000	9,773,000	— 7,746,000	382.1
Great lakes	2,260,000	2,160,000	+ 100,000	4.4
Austria-Hungary	1,052,000	713,000	+ 339,000	32.2
Denmark.. . . .	770,000	631,000	+ 139,000	18.1
France.. . . .	1,922,000	1,962,000	— 40,000	2.1
Germany.. . . .	5,135,000	3,247,000	+ 1,888,000	36.8
Greece.. . . .	821,000	291,000	+ 530,000	64.6
Holland.. . . .	1,472,000	1,574,000	— 102,000	6.9
Italy	1,430,000	1,238,000	+ 192,000	13.4
Japan.. . . .	1,708,000	2,325,000	— 617,000	36.1
Norway	1,957,000	1,597,000	+ 360,000	18.4
Spain.. . . .	884,000	709,000	+ 175,000	19.8
Sweden.. . . .	1,015,000	917,000	+ 98,000	9.7
Other countries.. . . .	2,427,000	2,552,000	— 125,000	5.2
Grand total.. . . .	45,404,000	47,897,000	— 2,493,000	5.5
Total abroad.. . . .	26,512,000	31,552,000	— 5,040,000	19.0

+ Decrease. — Increase.

EXTRAORDINARY DEVELOPMENT OF UNITED STATES SHIPBUILDING.

It will at once be apparent that the position indicated is entirely due to the phenomenal shipbuilding which has recently been carried on in the United States, and resulting from which American sea-going steam tonnage has increased to the colossal extent of 7,750,000 tons, because, with the exception of Japan, and small increases in the British Dominions and Holland, every other country shows a reduction.

This development has caused a striking alteration in the 1919 and 1914 figures of the relative position of the United Kingdom and the United States.

In 1914, 41.6 per cent of the world's tonnage was owned in the United Kingdom, and 4.6 per cent was composed of sea-going tonnage of the United States; the present figures are the United Kingdom, 34.1 per cent; the United States, 24.9 per cent, including 20.4 per cent of the sea-going tonnage.

In this connection, however, it is advantageous to refer to one or two points.

Firstly, it is obvious that for several reasons wood tonnage can be largely excluded from consideration, and upon examination of the detailed tables which are published, the total American sea-going tonnage would be reduced upon this basis to 8,426,000 tons as against 16,267,000 tons for the United Kingdom.

Secondly, it is a generally accepted fact that for ocean voyages, large vessels are more efficient and economical than smaller vessels. Those of less than 2,000 tons are usually employed for the home trade or for short sea voyages in the foreign trade. For this purpose the geographical position of the United Kingdom is more favourable than the position of the United States, as a larger number of smaller vessels can be employed in the foreign trade of the United Kingdom than is possible in that of the United States, and in this connection the following figures are of much interest:—

NUMBER OF SEA-GOING VESSELS OF 2,000 TONS AND UPWARDS OWNED IN THE UNITED KINGDOM AND THE UNITED STATES.

	2,000 and under 4,000 tons.	4,000 and under 8,000 tons.	8,000 tons and above.
United Kingdom	1,042	1,485	263
United States.. . . .	1,272	811	90

THE PRE-WAR ORDER CHANGED.

After the United Kingdom and the United States, and excluding Germany, Norway, France and Japan were the leading countries in 1914. This order has now been reversed as regards Norway and Japan, the latter country leading with over 2,250,000 tons.

France, notwithstanding her large war losses, actually added 40,000 tons.

Greece, upon the other hand, has suffered severely, having lost as much as 64 per cent of her pre-war shipping.

The Scandinavian countries, Norway, Sweden and Denmark, have also been heavy losers, the joint reduction amounting to about 600,000 tons, or 16 per cent of the 1914 tonnage.

Spain is also a considerable victim of the marine warfare.

WHAT THE POSITION WOULD HAVE BEEN WITHOUT A WAR.

The question has often been asked, the *Register* points out, what the tonnage would have been if the war had not occurred. It is difficult to arrive at a definite conclusion in the case of the different countries as so many factors have to be taken into account, but a careful estimate has been made on the following assumptions: (1) It is reasonable to expect that the percentage of addition to the world's tonnage would have continued at the ratio (a decreasing one) recorded during the last fifteen years before the war, and that the percentage of the United Kingdom tonnage to the world's tonnage would show approximately the same ratio decrease recorded during the most recent of these years.

(2) Countries in which there has been a large addition of tonnage during the previous quinquennial period might be expected to show a reduction in the ratio of increase, and generally speaking, the larger the previous increase the larger would be such reduction.

(3) Allowances should be made in the special cases of countries where pre-war conditions pointed to the acquisition of tonnage in the near future at a higher ratio than what had actually been recorded during the previous period. The estimate made for the principal maritime countries is as follows:—

	Tons.
United Kingdom.. . . .	21,348,000
British Dominions.. . . .	2,062,000
Total.. . . .	23,410,000
United States (sea).. . . .	2,605,000
" (lakes).. . . .	2,599,000
Total.. . . .	5,204,000
France.. . . .	2,498,000
Germany.. . . .	6,829,000
Holland.. . . .	1,958,000
Italy.. . . .	1,915,000
Japan.. . . .	2,305,000
Norway.. . . .	2,622,000
Other countries.. . . .	8,629,000
Grand total.. . . .	55,370,000
Total abroad.. . . .	34,022,000

The preceding figures would have shown the following increases as compared with 1914:—

	Tons.
United Kingdom.. . . .	2,456,000
British Dominions.. . . .	430,000
Total.. . . .	2,886,000

	Tons.
United States (sea).....	578,000
" (lakes).....	339,000
Total.....	917,000
France.....	576,000
Germany.....	1,694,000
Holland.....	486,000
Italy.....	485,000
Japan.....	597,000
Norway.....	665,000
Other countries.....	1,660,000
Grand total.....	9,966,000
Total abroad.....	7,510,000

Comparing the above figures with those actually recorded for 1919 it would seem that the effect of the war on the principal countries and on the world's tonnage has been as follows, the figures showing the difference between the actual figures for 1919 and the estimate made of present tonnage if no war had taken place:—

	Tons.
United Kingdom.....	+ 5,003,000
British Dominions.....	+ 199,000
Total.....	+ 5,202,000
United States (sea).....	—7,168,000
" (lakes).....	+ 439,000
Total.....	—6,729,000
France.....	+ 536,000
Germany.....	+ 3,582,000
Holland.....	+ 384,000
Italy.....	+ 677,000
Japan.....	— 20,000
Norway.....	+ 1,025,000
Other countries.....	+ 2,816,000
Grand total.....	+ 7,473,000
Total abroad.....	+ 2,470,000

+ Decrease. — Increase.

Summarizing these totals, it will be seen that the net result of the war on the world's merchant steam tonnage would appear to be as follows:—

Loss of British tonnage.....	5,202,000
Loss of foreign tonnage except United States.....	9,000,000
Total.....	14,202,000
Net gain to United States tonnage.....	6,729,000
Net world's loss.....	7,473,000

Comparing individual countries, by far the heaviest loss is shown to have been suffered by the United Kingdom, whose tonnage is probably more than 5,000,000 tons less than it would have been but for the war. Excluding enemy countries, the greatest sufferers after the United Kingdom are Norway, to the extent of over 1,000,000 tons; Italy, of 667,000 tons; and France, of 536,000 tons. The German loss is, as already explained, less than the final figures will show when they are available.

EFFICIENCY OF PRESENT SHIPS.

Another feature which merits consideration is the question of the efficiency of the present steam tonnage.

In normal times replacements of ships lost, broken up, etc., amounted each year to about $1\frac{1}{2}$ per cent of the total tonnage owned, while during the war to replace tonnage lost involved the construction of new tonnage equal to 33 per cent of the steam tonnage owned in 1914.

Owing to these reasons, there is a large amount of tonnage now in existence which under ordinary conditions would have been broken up and replaced by more modern and more economical vessels. These remarks apply to the United Kingdom to a much greater extent than to other countries.

It should further be remembered that a large proportion of the tonnage built during the war is not equal in general efficiency to the tonnage which was built previously.

TRADE NOTES FROM ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

Italy's Mercantile Marine.

Milan, July 17, 1919.—The following statistics from *La Finanza Italiana* give a graphic survey of the situation in Italy's mercantile marine since December, 1914:—

	Number of Steamships.	Gross Tonnage.
Situation at December 31, 1914..	644	1,534,738
Increase in 1915—		
New constructions..	3	24,906
Bought abroad..	12	29,427
Ships sequestered..	69	251,188
Total increase..	84	305,521
Decrease in 1915—		
Ordinary marine losses..	13	36,753
Sold abroad and ceded to the Royal Navy.. . . .	13	24,903
Ships dismantled..	25	50,485
Lost on account of the war..	13	36,405
Total decrease..	69	148,546
Situation at December 31, 1915..	659	1,691,713
Increase in 1916—		
New constructions..	8	24,906
Bought abroad..	4	29,427
Total increase..	12	57,030
Decrease in 1916—		
Ordinary marine losses..	12	24,205
Sold abroad and ceded to the Royal Navy.. . . .	9	5,941
Ships dismantled..	17	41,668
Lost on account of the war..	65	190,385
Ships sequestered and lost..	9	25,112
Total decrease..	112	287,311
Situation at December 31, 1916..	559	1,461,432
Increase in 1917—		
New constructions..	8	38,228
Bought abroad..	7	32,396
Total increase..	15	70,624
Decrease in 1917—		
Ordinary marine losses..	10	22,114
Sold abroad and ceded to the Royal Navy.. . . .	1	149
Lost on account of the war..	103	312,242
Ships sequestered and lost..	12	52,432
Total decrease..	126	386,970
Situation at December 31, 1917..	448	1,145,086

Increase in 1918—		
New constructions..	13	66,823
Bought abroad..	1	2,502
Ships sequestrated..	2	3,858
Total increase..	16	73,183
Decrease in 1918—		
Ordinary marine losses..	6	20,162
Sold abroad and ceded to the Royal Navy..	7	1,773
Lost on account of the war..	37	138,175
Ships sequestrated and lost..	6	18,439
Total decrease..	56	178,549
Situation at December 31, 1918..	408	1,039,720

Movement of Capital During 1918.

During the year 1918 there were constituted in Italy 523 new companies, with a total capitalization of 802,335,250 lire, while 483 existing companies increased their capital by 2,803,758,455 lire. Moreover, the excess of investments over dissolutions and reductions for 1918 is stated by the *La Società per Azioni* to be 2,731,107,082 lire. This review points out further that the new capitals issued during 1918 approximate one-half of the total amount of capital invested in all Italian companies at December 31st, 1917.

Agricultural Machinery.

The following article showing Italy's ambitions in the agricultural machinery industry appeared in a recent number of *Il Corriere Economico*, and is translated herewith:—

"The agricultural machinery industry of Italy before the war was devoted exclusively to the production of the more simple and common agricultural instruments, e.g., spades, hoes, and rather primitive harrows and ploughs. All the other machinery necessary for agriculture such as steel ploughs, disc and spring harrows, binders, mowers, etc., were imported.

"It is to be noted that this importation kept continually increasing of late years. Whereas in the period 1886-1890 the quantity of agricultural machinery and moveable steam engines imported averaged 21,941 quintals per year, in the period 1896-1900 the average yearly importation had more than doubled (average 51,028 quintals), while in the 1909-1913 year period the importations averaged 199,015 quintals, or almost ten times the imports of 1886-1890. With the outbreak of the war the importations fell off from 152,954 quintals in 1914 to 29,741 quintals in 1917, although the imports for 1918 were slightly higher, viz., 66,591 quintals. This later increase was due principally to agricultural machinery imports assumed by the State and to the buying of American tractors.

"The following table gives Italy's imports of agricultural machinery for the ten year 1909-1918:—

Year.	Moveable Steam Engines.	Mowers and Reapers.	Other Agricultural Machinery.	Total.
1909..	32,528	39,686	113,153	185,367
1910..	34,116	54,125	116,104	204,345
1911..	30,878	63,183	123,355	217,416
1912..	25,699	64,586	126,671	216,956
1913..	17,067	52,461	101,458	170,986
1914..	11,390	50,912	87,652	152,954
1915..	6,740	39,212	41,670	87,622
1916..	494	37,674	6,342	44,510
1917..	44	22,552	7,145	29,741
1918..	1,378	33,490	31,723	66,591

"Thirty years ago the larger number of orders were placed in England, but gradually this trade was captured by Germany till in the years preceding the war about one-half of Italy's supplies was derived from this source. Great Britain ranked second, furnishing about one-sixth of the imports, followed by the United States (supplying about one-eighth), and by France and Belgium with smaller quantities. During the war the lead has been taken by the United States.

"The recent development of industry in Italy, however, will make foreign competition more difficult and will lead to Italy's eventual emancipation from foreign sources, especially in some lines.

"It is intimated that the country has an annual need of the following: 30,000 ploughs, 2,000 seeders, 3,000 weeders, 9,000 mowers, 500 simple reapers, 2,000 reapers and binders, 2,000 rakes, 800 hay-pitchers, 300 swath turners, 1,500 threshers, 500 forage threshers, 500 forage pressers, and 1,000 moveable steam engines. Up to the present Italy has made her most marked progress, so far as the agricultural machinery industry is concerned, in the production of ploughs, threshers and tractors, although she should also be able to manufacture on a competitive basis other types of agricultural machinery."

Notwithstanding the opinion expressed in the foregoing article, it hardly seems likely that Italy will be able for some long time at least adequately to care for her requirements in agricultural machinery, and in the meanwhile favourable introduction on the market should mean permanent trade.

AFFORESTATION IN SOUTH AFRICA.

TRADE COMMISSIONER W. J. EGAN.

Cape Town, June 24, 1919.—Mr. E. C. Legat, Chief Conservator of Forests for the Union of South Africa, has submitted to the Union Parliament a memorandum concerning reports on various afforestation schemes, the execution of which is to be carried out from loan funds. The following extracts from the memorandum should prove of interest to the lumber trade:—

For some years past insistent demands have been made by all sections of the community that a comprehensive programme of afforestation should be embarked on by the Government. The shortage and high prices of timber which prevailed during the war have accentuated these demands, and therefore the Government, just prior to the introduction of the estimates to parliament in 1918, decided to place a sum of £50,000 on the loan vote for this object.

Before reporting what has been done in regard to the expenditure of this money, it might be well to refer briefly to the position of the Union in regard to the important subject of timber supplies.

UNION'S TIMBER SUPPLIES.

In 1913, the last normal year, the Union imported 17½ million cubic feet of timber, worth just short of 1¼ million pounds sterling. Of this nearly 90 per cent was coniferous timber—that is to say, the soft timber derived from the class of tree known as pines, spruces and firs.

With the natural increase in the population, the extension of irrigation and agriculture, and the development of industries and railways, it is not unreasonable to assume that the consumption of timber in fifty years' time will be double what it is at present. That is to say, the Union will use 35,000,000 cubic feet per annum, of which 30,000,000 will be softwood.

The natural forest resources of the Union, even if fully developed, are never likely to be able to supply 5 per cent of the softwood requirements of the country, so that the Union, unless it steadily pursues an afforestation policy, will be permanently dependent on other countries for practically all the timber it will need.

In spite of the increasing use of iron, steel and concrete, the world's consumption of timber is growing apace, and prices are rising. Between 1895 and 1913 the price rose 33 per cent, and as the world becomes more civilized and industrialized the competition for this essential raw material of industry is likely to be accentuated. It is therefore not impossible that economic conditions may bring about a repetition of the shortage of timber that has lately been experienced, but a shortage more permanent in character.

FOREST EXTENSION.

That in a few words is how the Union stands. Accordingly it is only a measure of prudence for the Union to grow timber locally to replace the imported article as far as possible. Some kinds, such as teak, mahogany, ash, etc., will always have to be imported, but timber of a kind that can replace the bulk of that which now comes from abroad can be, and has been grown to commercial size or maturity, and all that is now wanted is extension of afforestation on sound lines.

If it is assumed that an acre of plantation will yield 100 cubic feet of timber per annum, it will take 350,000 acres to produce the probable requirements of the country in fifty years' time; 100 feet is perhaps rather a conservative estimate, but as there is more danger of under than over afforestation, it is better to adopt this figure. At present there are only 70,000 acres of Government plantations in the Union, and of these about 20,000 are plantations for special purposes, e.g., 7,000 acres in the Transkei provide hut wattles for natives and at Port Elizabeth 5,000 acres are fuel reserves formed on what was once drift sand. Thus not more than one-seventh of the required area has been planted, and if the significance of the foregoing facts is grasped the need for speeding up will scarcely be questioned.

In Great Britain recently a forest commission stated in their report: "Forests are a national necessity, the country must have them though they yield less than the current rate of interest on the capital involved." An attempt has been made to show forests are a national necessity here, but it is not thought afforestation in this country will prove unprofitable so that financial considerations should be an inducement rather than a hindrance to the execution of an afforestation programme. It is, of course, impossible to forecast exactly what the returns will be, for no one can say what the price of timber may be in thirty to fifty years' time, nor the value of money. However, results already obtained indicate that timber can be grown at a profit. Nineteen acres of pine sold at Tokai in 1916-17 yielded a gross return of £6 0s. 9d. per acre per year, and if the value of thinnings is included returns reached as high a figure at £11 19s. 7d. More recently 169 acres of thirty-year old pine was sold at rates which are expected to give a gross return of £72,000 or over £426 per acre, equal to approximately £14 per acre per annum. No doubt these returns were inflated on account of war conditions, but an acre of pine may be expected to be worth £150 to £250 per acre at thirty to fifty years of age.

In arriving at that figure the value of timber has been placed at 1s. per cubic foot, and the annual increment has been regarded as 100 cubic feet per acre. If the rate per foot is not realized there is every probability the increment per acre will be exceeded, for 100 cubic feet is a most conservative estimate. The department has on record yields of 150 feet to over 200 feet per acre per annum.

If it is assumed plantations will cost £15 per acre to establish, that the value of the land is £1 per acre at the beginning and end of the rotation, the rate of interest is 4 per cent and that the annual cost of upkeep is 5s. per acre, the cost of the crop at thirty years would amount to £65, at forty years to £99 11s., and at fifty to £150 15s. No allowance for the value of thinnings is made in these calculations, but if the value could be included the cost would be materially reduced. Satisfactory data as to the amount and value of thinnings and the periods at which they are carried out are not available to allow of them being of any practicable use in a calculation of this sort.

The figures indicate the advantage to be derived from growing early maturing timber such as *Pinus insignis*. They also serve to show that there is every probability of a considerable margin of profit being derived from afforestation.

Some Notes on Species Referred to in the Report.

The memorandum deals with several schemes and includes some notes on species, and these are submitted:—

Acacia melanoxylon (Blackwood).—This tree produces timber which closely resembles the native Stinkwood. At George, Blackwood is in great favour for the manufacture of high-class furniture, and mature timber fetches 3s. to 4s. per cubic foot. Blackwood grows to a height of 75 feet, and attains a diameter of 2 feet or more. It is fast growing and prefers situations with deep moist soil.

Cupressus lusitanica (Portuguese Cypress).—The Portuguese Cypress grows 60 feet and 2 feet in diameter. The timber is light, soft and close-grained. It is suitable for furniture, framing, panelling, etc.

Cupressus macrocarpa (Monterey Cypress).—This tree has been mainly grown for ornamental purposes in the past, but the timber produced from trees which have been sawn up indicates its value for commercial purposes. It is light and soft and planes and works up well. In England it has been reported as durable in the ground and that it is suitable for rafters and beams. It grows rapidly and attains a height of 75 feet and 2 feet 6 inches in diameter. It will be planted in groups or in more intimate mixture.

Eucalyptus diversicolor (Karri Gum).—Karri is one of the strongest timbers in the world. It is not durable in contact with the soil and is thus not suitable for railway sleepers. It is useful in building construction and for railway carriage framing. Thinnings of existing plantations have been used for window frames, bed frames, pick handles, etc., and have given satisfaction. The tree in this country reaches 100 feet in height and 2 feet 6 inches in diameter.

Eucalyptus globulus (Blue Gum).—This is the best known of all the Eucalypts in South Africa. It is one of the fastest growing. The timber is hard and strong but difficult to work and season. It is suitable for many purposes, such as cart and wagon building, flooring and decking. In South Africa, contradictory reports as to its value as a sleeper obtain. In the Union it has been known to reach a height of 160 feet and 3 feet in diameter.

Eucalyptus maculata (Spotted Gum).—This Eucalypt thrives in the sub-tropical parts of the Union in the sugar-cane zone. The timber is at present imported into the Union from Australia by wagonmakers. It is considered a strong timber, and can be used for most purposes for which hardwood timber is required. It reaches a height of 70 feet or more with a corresponding diameter.

Eucalyptus microcorys (Tallwood).—Tallwood is regarded as one of the most valuable of all the Eucalypts and for durability is placed only second to Ironbark. It is moderately fast growing, and is probably the most shade-bearing of all the Eucalypts. It thrives well in the sub-tropical parts of the Union where the rainfall is high. The timber is greyish in character, hence the name, and is strong and durable.

Eucalyptus paniculata (Grey Ironbark, known in Natal as Torr Vale Ironbark).—This species is regarded in Australia as producing the most durable timber of all the hardwoods. It is eminently suited for railway sleepers and for all outdoor work such as bridge-building. The timber is very hard indeed, and cuts like horn. Trees of 80 feet in height and 18 inches diameter are to be found in Natal.

Eucalyptus pilularis (the Blackbutt).—A fast growing Eucalypt of clear, erect growth. It is very susceptible to frost and drought and therefore thrives only in the warm, moist portions of the Union. The timber is strong and durable and is adapted for most purposes for which hardwood timber is required. There are trees in the Union 100 feet high and 2 feet in diameter.

Eucalyptus resinifera (Forest Mahogany).—Produces a strong durable hardwood timber of a red colour. It has a nice erect growth and grows well in the George and Knysna districts. Trees 80 to 100 feet high and with a corresponding diameter are growing in the Union.

Pinus canariensis (Canary Island Pine).—A moderately fast-growing pine, the timber of which is strong and durable but somewhat hard and to that extent it is difficult to work, but, at the same time, it works up well. The timber has a nice grain and is excellent for general construction. Trees 2 feet in diameter and 65 feet in height are growing in the Union.

Pinus longifolia (Chir Pine).—This is also a moderately fast-growing pine. The timber is not so hard or heavy as that of Canary Island Pine and would appear well suited for most purposes for which imported pine is used. Trees of 70 feet in height are to be found in the Eastern Province.

Pinus insignis (Insignis Pine).—This pine produces a greater volume of wood per acre in a shorter time than any other pine tree. From twelve to fifteen years it is large enough to yield boxwood and at thirty years it reaches a height of 100 feet with a diameter of 18 to 24 inches. The wood is not strong or durable in contact with the ground. It is practically free from resin, and being tough, is useful for match-boarding, ceilings, joinery, packing cases, and generally for any purposes where strength and durability are not required. Recently this pine has been used in large quantities by the Railway Administration and very successfully.

Pinus pinaster (Cluster Pine).—This is a hardy species. Its timber is useful for flooring, rafters, joists and general carpentry. When creosoted it makes a good sleeper. It also has been used by the Railway Administration in large quantities with success.

Populus canescens (White Poplar).—This is a useful tree to plant along kloofs to break up masses of pines. It is a fast-growing deciduous tree, the timber of which is used in matchmaking and for making boxes.

Quercus pedunculata (Common Oak).—Contrary to the popular opinion well-grown South African oak is of fair average quality, and would always command a ready market at remunerative prices. Much of the oak, however—in the western province especially—is unsound, owing largely to the practice of pollarding the trees. Oaks form excellent firebreaks in plantations of conifers. They have to be planted on deep alluvial soil.

NOTES FROM CHILE.

(Contributed by George Mallett.)

Special Embassy to H.M. King George V.

Valparaiso, July 28, 1919.—A special mission has been appointed by the Chilean Government to proceed to London and return the compliment of the visit of Sir Maurice de Bunsen and his mission; and it is arranged that the party shall leave here on the 13th prox. on board the R.M.S. *Aysen* via Panama, New Orleans and New York, arriving at the latter port about the 5th of September. It is anticipated that they will leave New York about the 13th and arrive in London about the 18th of September. The mission will be under the leadership of the Senator statesman Señor Ismael Tocornal, and will consist in addition of Senator Roberto Lyon and Deputy Pedro Felipe Iñiguez. These are highly influential and wealthy men. On arrival in London the party will be joined by Rear-Admiral Luis Gomez Carreño, who is now in charge of the Chilean Naval Commission in London. It is reported

that Señor Tocornal will afterwards proceed to Paris to study the question of hospital construction and installation; and to negotiate with French industrial firms and capitalists who may be interested in the execution of similar works in Chile. He will then return to Chile by way of the United States.

Foreign Interest in Chilean Public Works.

The Chilean Government has received proposals from Mr. Anton Asplund, said to be trading as the Swedish Trading Company in conjunction with Messrs. Waddell & Son, Inc., of New York and Kansas City, for the construction of railway works in Chile. The offer is said to be supported by the capital of two United States banks.

Similar offers have been received from the American International Corporation through the United States Foreign Office. The vice-president of the corporation was recently here on a business tour in search of local information and official introductions. The corporation now propose to form a subsidiary company under the title of "The Stone and Webster Engineering and Construction Organization," which will take charge of any public works, and accept in payment Chilean Government bonds. The note concludes by saying that if the Government and the railway department are disposed to open up negotiations on these terms the corporation will at once send representatives and technical experts to establish a workable foundation.

An ad referendum contract has been signed by the Minister of War and Marine, Señor Bermudez, with the representative of an Italian firm for the establishing of an explosive factory in Chile. This is the sequel to an extensive negotiation with British and American firms, with expensive local studies and investigations, which promised a more or less satisfactory termination, but which hung fire at the last moment owing to a political undercurrent which produced chaos in the military organization.

Harbour Works Bill.

A Bill has been drawn up by the special finance committee of the Chamber of Deputies, for presentation to Congress, to authorize the President of the Republic within the term of six years to contract by means of public tender in conformity with specifications, designs and conditions, prepared by the ports commission and to be approved by the executive, at a price not to exceed £4,300,000, the following harbour works:—

1. The prolongation of the breakwater at Valparaiso, and supplementary works at the same port.

2. Harbour improvement works at the port of Talcahuano, Constitucion, Lebu, Puerto Saavedra, and Valdivia.

Tenders should be invited in Chile and abroad, within the first year for Valparaiso, and within a year for each of the succeeding years; one port for each year.

The prices of the respective contracts are not to exceed the following:—

	Sterling.
Valparaiso..	£1,470,000
Constitucion..	630,000
Talcahuano..	620,000
Lebu..	600,000
Puerto Saavedra..	400,000
Valdivia..	610,000

Payment for said works to be made at the option of the President of the Republic in the following manner:—

(a) With appropriations in the annual budget, the President to have the power to issue treasury notes up to 50 per cent of the total costs of the works contracted to liquidate annually accounts for works in progress, if the annual estimates are insufficient to meet the payments. The treasury bonds to be for three years, at an interest not to exceed 6 per cent.

(b) With the product of a loan of £4,330,000 sterling, at 5 per cent interest, and an accumulative amortization of 1 per cent; said loan to be obtained in such amounts as may be necessary, according to the works contracted.

The President of the Republic shall, immediately any of the works are concluded, offer by public auction any land expropriated or reclaimed from the sea, or formed by the said works, and not required for their exploitation, the proceeds of such sales to be devoted in preference to the payment of the bonds or notes which may have been issued.

Valparaiso Port Works.

A public demonstration was held in front of Government House, Valparaiso, on July 22, to bring pressure on the Government to execute the necessary defence works of the port.

This was attended in procession by all trade and labour societies and commercial organizations, and resolutions were passed urging the Government to proceed with the work.

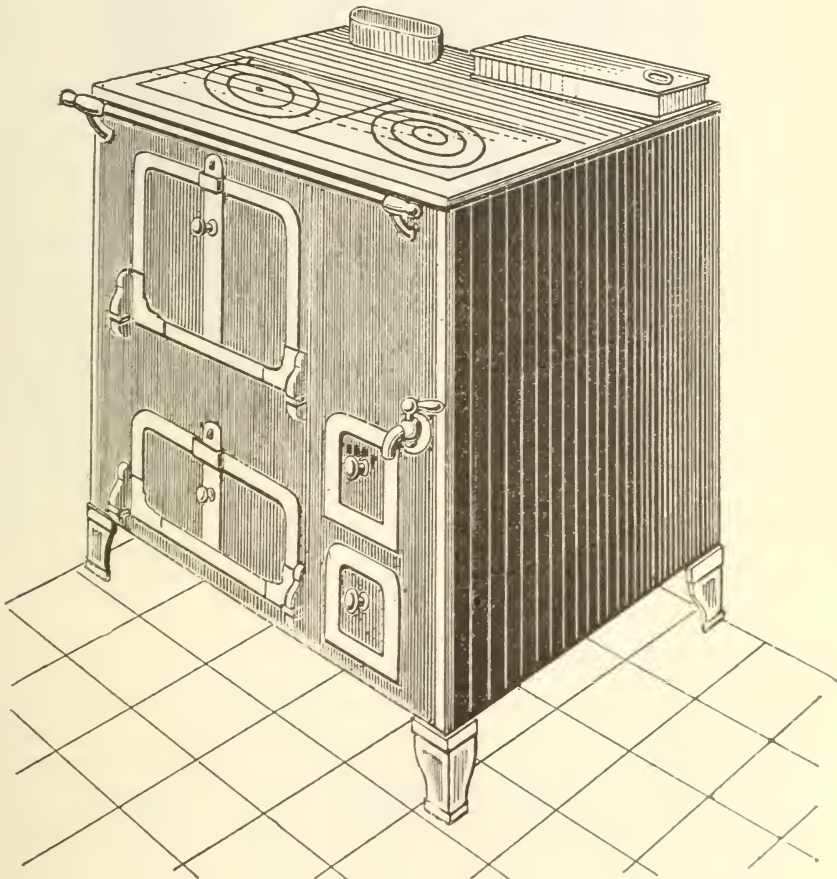
STOVES FOR WHICH THERE IS A DEMAND IN FRANCE.

Mr. Philippe Roy, Commissioner General for Canada in Paris, France, has sent in catalogues of stoves popular in the French market. The following give prices and particulars of two stoves:—

FIG. 1.

STOVE WITH CIRCULATORY FLAME.

With Oven and Warming Closet.



Comprising: baking oven, warming closet, hot-water reservoir with red copper cover above top surface, brass tap, rail and brackets. Brand, "*Le Pewico*."

Length.	Width.	Height.	Oven.		Price.
			Depth.	Width.	
60 cm.	40 cm.	75 cm.	37 cm.	33 cm.	250 frs.
70	50	80	37	36	298
89	50	80	37	40	350
90	60	80	45	50	386

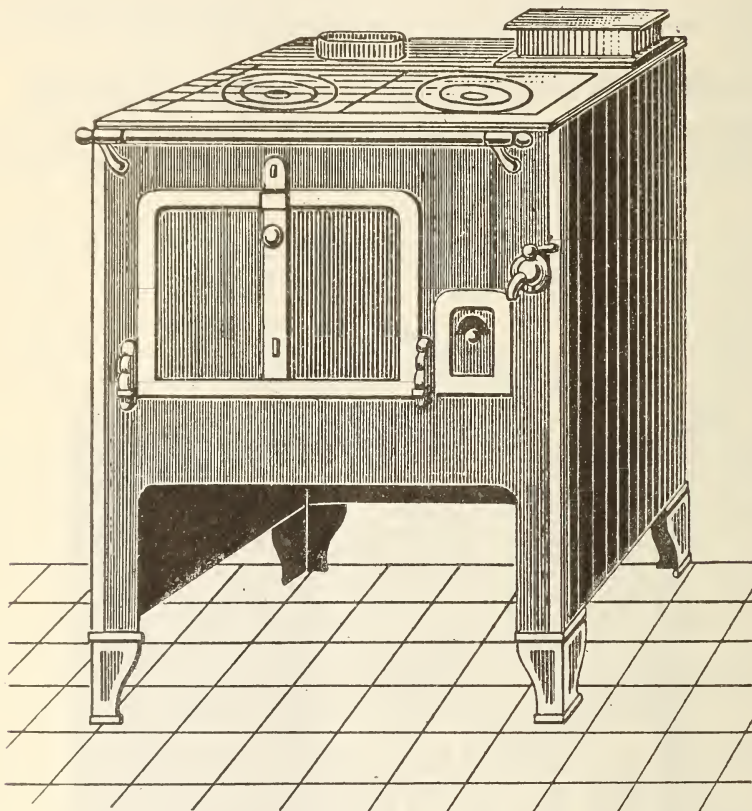
Extra for ash-sifter, 12 frs.

Mixed fire-grate with fall-down door, 25 frs.

All the models are furnished with pipe dampers.

FIG. 2.

"LE PARISIEN" WITH ARCADE.



Non-circulatory flame.

Length.	Width.	Height.	Depth of Oven.	Price.	Extra for Coal-grate.
50 cm.	40 cm.	75 cm.	37 cm.	117 frs.	20 frs.
55	40	75	37	138	20
60	40	75	37	155	25

Extra for reservoir, 15 frs.
Extra for red copper top, 12 frs.

STOVE WITH ARCADE AND CIRCULATORY FLAME. (FIG. 2.)

Comprising: one baking oven, one above top reservoir with red copper cover, brass tap, rail and brackets.

Length.	Width.	Height.	Depth of Oven.	Price.	Extra for Coal-grate.
60 cm.	40 cm.	75 cm.	30 cm.	226 frs.	36 frs.
70	52	80	37	272	38
80	52	80	37	322	46
90	60	80	45	351	54

Extra for ash-sifter, 12 frs.

Extra for mixed fire-grate with fall-down door, 25 frs.

All the models are furnished with pipe dampers.

TRADE ORGANIZATIONS AND COMBINATIONS IN THE UNITED KINGDOM.

*Prepared for the Committee on Trusts by JOHN HILTON (of the Garton Foundation)
Based upon evidence given and documents laid before the Committee on Trusts.**

Section VII.—Special Cases and Aspects.

Before proceeding to inquire into the various ways in which the community can safeguard itself against the abuse of monopolistic power one or two special cases and aspects of combination call for notice.

DEFERRED REBATES.

Mention has been made in earlier pages of the use by combinations of the deferred rebate as a means of maintaining monopoly and keeping out would-be competitors from the trade. The system is in extensive use in all branches of industry. It consists in returning to the customer (merchant, retailer, or actual user, as the case may be) at the end of each six or twelve months a rebate equal to 10, 12, or 15 per cent on his purchases, the condition attached to the refund being that he shall not, during the period, have bought any of the goods produced by the combination from any one except the combination. The effect of the arrangement is that if at any time during that period the customer is offered an article of better value by an outside maker or by a new firm starting in the industry the buying of that article will cost him anything from one to twelve months' accumulated rebates. The result in practice is that he cannot by occasional trial and gradual change transfer his custom from the combination to the outsider. It must be one or the other. If he desires to change over he must do so at a stroke, and in making the decision he has to consider that he will be no longer able to get anything from the combination except at a premium of 10 or more per cent. The reasons advanced by combinations for the use of the deferred rebate are not altogether reasons of monopoly. They contend that steadiness and continuity of custom are essential to economical manufacture; that by maintaining an even level of prices (which as the market fluctuates may be temporarily under-profitable as sometimes over-profitable) they are serving the best interests of the customer; and that these mutual advantages cannot be secured if the customer is left free to "jump from all over the place," trading with the combination when its prices are below average, and going elsewhere when they are above. The most notable example of the use of the deferred rebate is to be found in the case of the shipping companies operating liner services, where the fluctuating competition of the "tramp" and the great importance of securing a steady volume of freights if a regular service is to be maintained lends particular weight to the arguments quoted above. In the manufacturing industries there is less agreement among members of combinations as to the advantage of the deferred rebate, and there are some recent instances of the system being voluntarily abandoned.

THE TYING CLAUSE SYSTEM OF LEASING MACHINERY.

A remarkable and ingenious method of binding customers to one source of supply is to be found in the case of the boot and shoe machinery industry. The system was invented and first developed in the United States, and was introduced into this country some twenty years ago, since when it has made great headway, the company employing it being to-day responsible for at least 80 per cent of the British output of boot and shoe manufacturing plant. Under the system a machine is not sold but leased for a term of years, and the conditions attached to the lease are embodied in a legal document running to something like ten thousand words. In substance the conditions are

* Sections I, II, III, IV, V and VI appeared in *Bulletins* 807, 808, 809, 810, 811 and 812 respectively.

that a fixed rent (say ten shillings per month) shall be paid for the use of the machine during the continuance of the lease, and a further variable rent based upon output (perhaps one halfpenny per pair of boots handled by the machine). It is further stipulated, and these are the critical conditions, that where there are machines of other makes in the factory the leased machine shall always have preference over the others when work is short; that no other machines of the kind shall henceforward be obtained from any one but the lessors; that the preceding and subsequent operations on any shoes placed on the leased machine shall be done on machines obtained from the lessors; and that if, on the expiry of the lease, the lessee is not willing to take out a new one for a further period on the same terms, he shall pay a lump sum (say £140) to the lessors. These conditions would give pause to most free business men, for it will be evident that the hiring of one machine must lead in a progressive business to the subsequent hiring of others, and the signing of one lease must result in a succession of leases each tying the manufacturer to the lessors until he is bound to them hand and foot. But the manufacturer cannot well help himself. The leasing firm holds patents for certain machines and devices (some acquired from the foster-parent American firm, some of British origin) without which a manufacturer is to some degree handicapped, and the bait of the patented specialties covers the barb of the tying clauses. Again, the efficiency of the firm's organization and the quality of its machinery are beyond question, and an excellent service of operator-tutors, machine tuners, and itinerant operators is maintained, so that the advantages of connection with it are not to be foregone lightly on the score of regard for personal freedom. But once inside the network of the tying clauses escape is difficult. There is indeed a legislative provision that any lessee wishing to terminate his lease and be relieved of his liabilities under it may apply for an arbitrator to be appointed by the Board of Trade to fix the amount of the compensation he must pay; but in practice the company fix the amount and the lessee pays it, for in the one case in which a lessee insisted on arbitration his costs alone amounted to five times the compensation demanded. The difficulty of terminating a connection once established is increased not only by the lump sum to be paid whenever a lease ends and a new one is not taken up, but even more by the fact that as lease after lease is taken out on one machine and another the periods overlap, and there will never in the future be a date on which all the leases come to an end and the shoe manufacturer can pay his deferred rents and be clear of his connection. Neither can he escape by dying, for each lease is made binding upon "his heirs, executors, administrators, and assigns." An attempt to mitigate any coercive element there might be in this system was made in the Patents Act of 1907 wherein it was stipulated that a lessee before signing any lease containing restrictive clauses, must be given the option of taking the machine without such restrictive clauses on terms and conditions which he admits to be reasonable, and must declare in signing the tying-clause lease, that he has elected to take that "in the exercise of a free and uncontrolled option"; but as the payments under the free lease are always higher, sometimes very much higher, than those under the tying-clause lease, and since the shoe manufacturer making the higher payments has to compete with rivals making the lower payment, advantage is not often taken of the option. The position at present, therefore, is that 80 per cent of the shoe factories of this country are tied houses, as regards their machinery, to one machinery firm, and for all practical purposes they are tied in perpetuity. It is difficult to say that any section of the community has up to the present suffered pecuniarily in consequence. Contradictory evidence is offered as to the effect of the system on the cost of production of boots and shoes, and the price at which they can be sold to the public. At the most, the difference one way or the other is not more than a few pence. It is held on the one hand that the dominant firm has improved shoe machinery and revolutionized organization to such purpose that this country can now compete effectively with America, and has largely increased boot and shoe production by enabling new men to start up in the business who could not otherwise have done so for lack of

capital to equip a factory. On the other hand it is held that improvements and invention would have gone forward in any case, and that what the dominant firm has done has been merely to use its position and power to buy up inventions, develop what seemed likely to suit its own interests, and sit on any that might render its existing machines prematurely obsolete. There is no evidence that the company in question has up to now made inordinate profits, though there is some obscurity in regard to its earnings, but the point is of little significance as compared with the position it is building up for the future, in which connection it may be noted that the corresponding shoe machinery company in America has now a monopoly of 98 per cent of the total output of that country. None of these issues need, however, be decided here; the importance of the tying-clause lease system lies in the fact that it could be applied to other things than shoe machinery. Given the means of getting an initial grip on manufacturers by the possession of some indispensable device or material or component a sufficiently energetic group of machine makers could, by means of tying-clause leases, bring the whole industry under their domination and hold it and the general public in fee. It may be desirable that the whole of the manufacturers in certain industries should be served by one machine maker. There are possibilities of great economy and advantage. But the method of attaining it by reproductive legal instruments is one that neither the manufacturers nor the public can regard with complacency.

IMPORTS CONTROLLED BY COMBINATIONS ABROAD.

In the case of many commodities which are wholly or mainly imported into this country from abroad, the price and supply is controlled by combinations in the country of origin. Imported meat is an outstanding example. In the year before the war nearly 60 per cent of the imported beef supply of the United Kingdom was controlled at its places of origin by the American Meat Trust which further had a considerable hold on the meat distributing trade in this country, having 144 wholesale branches in 64 towns, and about a thousand retail shops. True the beef controlled by this foreign combination was not more than one-fifth of the total amount marketed in this country, and the competition of home-produced beef and of beef imported from sources not controlled by the American group was an effective safeguard in normal times against gross manipulations of the general level of prices; but the intervention of a group so powerful between the British consumer and the foreign producer of meat made it unlikely that the British consumer would get the benefit of cheap meat production abroad. The American Trust, having acquired a virtual monopoly in the Argentine, was in a position to underpay the Argentine farmer, overcharge the British consumer and pocket the difference, and the experiences of the war period have shown how far that power can be exercised in a time of scarcity. No legislative measures taken here can curb the power of combinations operating in this way in foreign countries. Import duties might serve to relieve the combination of some of its gains, but discriminatory import duties are difficult to work and precarious in effect. Diplomatic representations can be made, but the method is not likely in normal times to be either desirable or efficacious. The question of the control of international trade by private interests is eminently one for international action.

(Section VIII will appear in the next number of the *Weekly Bulletin*.)

APPLE PRICES IN ENGLAND.

Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner at Liverpool, cabled as follows on August 21:—

“Ministry of Food wire me not proposed modify or suspend apple order at present. This means maintenance of last year's schedule as cabled 30th. Words ‘At present’ cover possibility of suspension later if prices generally drop below schedule.”

The following cablegram, dated August 23, has also been received:—

“English apples selling below maximum of 58s. 4d. per 112 pounds. Heavy supplies on market. In London wholesaled to-day per bushel of 40 to 45 pounds, medium cookers 5s. to 7s., best cookers 8s. to 9s., dessert 8s. to 12s.; selected lots 12s. to 16s.

CANADIAN IMPORTATIONS INTO FRANCE: POINTS FOR IMPORTERS.

Hon. Philippe Roy, Commissioner General for Canada in Paris, France, writes as follows with respect to importations into France:—

With a view to ultimately inducing our merchants to quote prices c.i.f. French port, or even delivered c.i.f. duty paid, interior carriage paid also to city of destination, it might be as well to point out that, although it is the importer in France who makes the application for licenses (*demandes d'autorisation d'importation*) and who attends to transport from French port, the Canadian exporter should know just what has to be done on this side. On the other hand, it is surprising to find that many French importers come to this office to find out what the regulations are, even though in their own country, but regulations incidental to the war and the turbulence since the signing of the armistice have forced importers to make inquiries at every turn. There has been no difficulty in getting samples into the country.

As to opportunities, I believe that they are here in such number that Canada has a chance to build up an export trade such as she never had before, and in this respect I would refer readers to *Weekly Bulletin* No. 791 (March 31, 1919, page 526), especially where it is mentioned that money must be spent without expecting any immediate adequate return, but that enterprises in France succeed, although many fail for want of a little courage; also where the fact is mentioned that the laws, customs and business methods are diametrically opposed to those that prevail in English countries. With regard to representatives here in France, Canada having so many people who speak equally well English and French, should be better prepared than many competing countries. As for collections and guarantees of payment, most sales have, I believe, been made to France against documents f.o.b. Atlantic or Pacific seaport, but the c.i.f. quotations must be made if we are to expect anything like an export trade in France. With regard to guarantee for payment, if goods were sold delivered in French towns, recourse would have to be made to references given by the importer involved and ordinary care taken; and although there are no books of reference such as Dun's and Bradstreet's existing in France, I have had the testimony of many merchants who have been engaged in Canadian trade who have stated that they have lost little or nothing, either in bad debts or in lawyers' fees for collection—one or two mentioned only that their's amounted to 1 per cent or less than 1 per cent, so that this item is negligible when ordinary care shall have been taken. With respect to shipping space, brokers in Montreal should be able to quickly inform applicants. In regard to freight or forwarding agents on the French side of the ocean there are many that attend to shipments, looking after placing of the goods on the wharf, custom house formalities, discharging of steamers, transshipment on lighters or wagons, sorting, classing, warehousing, delivering, etc. The addresses of some of these firms are on file at the Commercial Intelligence Branch, and can be obtained on request, quoting file No. 17841.

IMPORTATION OF SARDINES INTO SOUTH AFRICA.

(*United States Commerce Reports.*)

A communication has been received from the American consul at Johannesburg, South Africa, relative to complaints against American goods that have recently arrived in that market. He reports that in a recent lawsuit held before the Supreme Court in which the use of the trade name “sardines” on the package was brought in

question the decision rendered was to the effect that the contents were not sardines, "as sardines are only obtainable from the coast of Portugal, and no canner is justified in calling such an article 'sardines' unless they emanate from the place above mentioned." The consul adds that under this decision a recent shipment of so-called sardines from Japan has been denied entrance into the Union of South Africa by the customs authorities.

AGRICULTURAL HAND TOOLS REQUIRED IN TURKEY.

Following is a translation of a report by M. Weiner, an agricultural expert employed till lately by the Ottoman Ministry of Agriculture, forwarded by Col. G. B. Pears, Chief of the British Mission, Constantinople:—

Farmers in Turkey have submitted to the natural laws of development, and European agricultural machines were introduced as early as possible to them to improve cultivation.

During the war it suited a large number of Turkish farmers to buy tractors at a price of LTqs. 3,500 to 4,000 apiece, owing to the price of grain having risen to LTqs. 40 or 8 liras in gold per sack. (1 sack = 72 kilos).

As the need which was felt by the peasants to improve their methods of working could not be fulfilled by the system of co-operation (owing to the low level of civilization among the people of Turkey), the Government was obliged to take up the matter of purchase and distribution.

But as the Ottoman empire has not the organization existing for such purposes, abuse arose.

The higher officials accepted bribes from the sellers of machines, and bought from those who offered most even though their machines were inferior.

The sellers of course increased the prices of their machines according to the amount of bribery they had to pay.

During the war it can be definitely stated that machines sold in the market, despite the great difficulties of import, were cheaper than the Government machines which were bought wholesale.

The Government sold its machines on credit and therefore a large number of peasants were forced into debt; especially those who did not require them on account of their poverty and want of animals. The Provincial officials had every inducement to fill and empty their depots. On the one hand they forced poor peasants to buy, and on the other they would not deliver machines to rich and progressive farmers who could use them, except for bribes.

THE REAL NEEDS OF THE SMALL PROPRIETORS NEVER CONSIDERED.

The need for tools peculiar to the simple peasant, labourer, and general small holder have never been regarded. They were obliged even before the war, to pay exorbitant prices for farm implements.

The small holders of Turkey have never been able to get a price for their products corresponding to the labour they are put to.

The contrast between the cost of production and the prices of sale has impoverished and indebted the peasantry and has sometimes led to violence against the non-mussulman population.

The small holder has been able to pay off debts (1) owing to high price of cereals viz.: LTqs. 40 or 8 gold liras per sack). (2) Because he can pay off in paper, debts contracted in gold.

There are in Turkey now in the possession of large farmers and small holders a large number of machines worth from 2,000 to 3,000 LTqs. which are not in use. This is due to hasty purchases due to war conditions.

The large farmers can no longer afford to work their machines during the fall of prices, and the small holder is not in a position to use the simplest European machines, for the reasons mentioned above.

NATIVE FARM TOOLS.

The cost of native farm tools existing in the country is so high that the farmer cannot lower the price of his products.

The blade of a plough weighing 2 kilos costs from 3½ to 4½ LTqs.; a pickaxe, 2¼ to 2½ LTqs.; a spade, 1¼ to 1½ LTqs.

The reason is that the cost of a kilogramme of iron has risen to 70 piastres and a kilog of charcoal to 7 piasters. The daily wage of an artisan is 1 Ltq.

As agriculture is the chief mainstay of Turkey, the agricultural population of 2,500,000 who now cultivate 60 millions of deunums (13,300,000 acres) ought in two years' time to cultivate an area of 120 millions of deunums (26,000,000 acres).

ELEMENTARY TOOLS FOR SMALL HOLDERS.

One of the most important conditions to increase the yield is the manufacture and import of farm tools at a general price of 20 piastres.

The manufacture should be confined to three separate articles: (1) Plough blades to the number of 500,000 and the framework of ploughs to the number of 5,000 (for a start). (2) 500,000 spades. (3) 1,000,000 pickaxes.

As neither iron nor coal, machinery nor artisans, are available in Turkey, the order for these tools can only be given in Sweden or England.

The Government may give this order to a foreign company with an advance payment proportional to the cost of the manufacture. The company should distribute the tools on a purely commercial basis.

NO CREDIT.

As the agricultural population is undoubtedly in possession of cash either in gold or paper, the credit system should be dropped once for all.

Even demobilized men and refugees from other parts of the country should not receive tools on credit. In case of need, the Government should furnish moneys to such persons to enable them to purchase tools.

In the interest of the country the system of credit should be suppressed for good.

PRIMITIVE TOOLS WILL PREPARE WAY FOR BETTER ONES.

The champion of progress may rest assured that the import of these rather primitive tools will give to owners of land a chance to increase and improve their live stock and their stock of cereals. Consequently it will increase the need and the power to supply themselves with proper European machines.

It must be remembered that the firms who manufacture the tools will have to suit them to the different soils and the customs of the natives.

In any case it will be impossible to introduce a single type, several will be required.

A. Following is a calculation of the cost of manufacturing of native tools, plough blades, spades and pickaxes in Turkey:—

1. Two kilogs of wrought iron is necessary, approximately, for the making of each tool.	
2. 100 kilogs of wrought iron cost..	francs. 13
3. Labour, manufacture and profit of 200 per cent..	" 26
4. Freight..	" 20

Total..	"	59
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$$5. \text{ 59 francs } \frac{59.15}{50} = 18 \text{ piastres apiece.}$$

6. Allow two piastres for contingencies.

B. Following is a calculation of the cost of manufacturing bodies of ploughs in Turkey:—

1. 20 kilogs of wrought iron is necessary. The cost of work and manufacture are the same per 100 kilogs.
2. Whence we get $\frac{59.15}{5} = 175$ piastres apiece.

By these plough bodies small holders and their wives will have the opportunity to get used to working with heavier instruments, and this will be the beginning of a transition era between the old fashions and the new.

CAN CANADA SUPPLY BUTTER TO PARIS?

Mr. Philip Roy, Commissioner General for Canada in France, writes as follows: The Dairymen's Association in Paris, which comprises butter buyers for Paris, have been getting most of their butter from Siberia previous to the war, and the balance from Normandy. The supply in Normandy, however, is not at present enough for its own consumption, so that Normandy now imports butter herself. No butter is expected to be imported from Siberia for at least five years.

The Paris dealers alone require at least 80,000 pounds a day. That is to say they can struggle along with this as many people have got used to eating no butter at all, but it has to be used for cooking. They can, therefore, from October 15 for five months following, handle 80,000 pounds per day. The importation into Paris for the three years previous to the war amounted to 117,000 pounds per day. Can Canada supply 80,000 pounds a day to the Paris merchants?

Samples have arrived from Montreal and Toronto in very good shape after thirty-six days en route, coming by parcel post. The edict has been that it is satisfactory. This butter was salted and unsalted, and both kinds were very much liked.

IDENTIFICATION OF FOREIGN GOODS IN FRANCE AND FRENCH POSSESSIONS.

(*Board of Trade Journal.*)

The Board of Trade are in receipt, through the Foreign Office, of a copy of a Bill which was adopted by the Chamber of Deputies on June 12, respecting the identification of the origin of foreign goods imported into France and the French Possessions.

The following is a translation of the Bill as published in the *Journal Officiel* for June 13:—

Article 1.—Article 15 of the Law of January 11, 1892,* is modified to read as follows:—

The importation, warehousing, or transit is prohibited of all foreign products, natural or manufactured, bearing on themselves or on their interior or exterior packing, cases, bales, envelopes, wrappers, or labels, etc., a trade mark, name, sign, or any indication whatever, unless such inscription is followed by a complete and exact statement, in French, of the country in which the product has been manufactured or produced.

This statement shall form part of the inscription and shall be printed in characters of the same dimension, nature and visibility.

The importation, warehousing, or transit of these products, even if bearing the statement of origin prescribed above, shall, however, be prohibited if the name, mark, sign, or indication is of such a nature as to lead to the belief that the goods are of French origin.

* Article 15 of the law of January 11, 1892, prohibits the importation, warehousing and transit of all foreign goods bearing any mark or inscription of a nature to lead to the belief that the goods have been manufactured in France or are of French origin.

Article 2.—Products presented for importation shall be accompanied by a certificate of origin viséd or delivered by the French consul at the place of despatch, with the approval of the commission referred to in article 4. This approval shall be mentioned on the visa or the certificate.

Article 3.—The Ministers of Finance and Commerce may, however, authorize the importation into France without certificate of origin:—

(1) Of merchandise from countries, not forming part of Continental Europe, and according the same treatment to importations from France.

(2) Of goods bearing the corporate mark of an industrial or trade association, recognized, for this purpose, by the French Government.

Article 4.—Commissions shall be attached to the (French) consulates, the composition of which, the functions and sphere of action, shall be determined for each port by the Ministers of Finance and Commerce, who shall also nominate the members.

These commissions are charged with all inquiries or verifications to which the Customs administration may subordinate the entry of merchandise presented at its bureaux.

The visas or certificates demanded from consuls for goods to be imported into France can only be accorded with the assent of the said commissions, which assent shall be mentioned, with its date, on the document delivered.

Article 5.—Merchandise or products which have suffered a transformation in a third country, subject to less favourable tariff treatment than that accorded to the country of origin, shall pay the duties applicable to the products and manufactures of the country in which the transformation has been effected, according to the state of preparation or manufacture in which they are imported.

Merchandise or products which have suffered a transformation in a third country enjoying a more favourable tariff treatment than the country of origin shall be admitted at the rates of duty applicable to the products and manufactures of the more favoured country:—

(1) In the case of raw materials, properly so-called, which have been subjected to a complete transformation by which they have lost their “individualité d’origine.”

(2) In the case of incomplete transformation, or simple accessory manufacturing processes, only if the work done in the third country represents at least 50 per cent of the total value of the goods, estimated at the time and place of importation into France, customs duties not included.

In all other cases goods remain liable to the tariff according to their primary origin, entrepôt surtax, or surtax of origin being leviable in addition, in appropriate cases, according to the state in which the goods are imported.

Article 6.—The import, export, warehousing and transit is absolutely prohibited of all products bearing, either in themselves or on their interior or exterior packings, any marks, names, inscriptions, or signs whatsoever of such a nature as to attribute to them, directly or indirectly, an origin other than their actual origin.

Article 7.—The present measure shall be applicable in Algeria, and in the French Colonies, Possessions and Protectorates.

CANADIAN MANUFACTURERS AND THE FEDERATION OF BRITISH INDUSTRIES.

Outlines of Agreement for Exchange of Information.

(*Bulletin of the Federation of British Industries.*)

An agreement has been reached between the Federation of British Industries and the Canadian Manufacturers Association whereby each shall benefit through a scheme for interchange of information and other means of mutual assistance.

This scheme, which comes into operation immediately, is outlined below, in order that members may make the fullest use of the services offered. Applications for information such as the C.M.A. will be prepared to give, should, to avoid duplication, be made to the head office, whence all inquiries will be immediately forwarded.

INTELLIGENCE AND INFORMATION.

The Canadian Manufacturers Association will keep the federation fully informed (as far as they have information available) as to:—

(a) Supplies of raw materials in Canada useful for manufacturing processes in the United Kingdom.

(b) Requirements of the Canadian markets which cannot be supplied by Canadian manufacturers themselves, including such goods as are at present obtained from the United States.

(c) Details of the organization of the Canadian Manufacturers' Association.

(d) Standing of Canadian firms.

The F.B.I. will, on the other hand, obtain for the C.M.A. when required:—

(a) The names of British firms desirous of purchasing raw materials from Canada.

(b) Firms willing to supply the needs of the Canadian market.

(c) Details of the organization of the F.B.I.

EXCHANGE OF VIEWS.

The F.B.I. will bring to the notice of its members any views communicated to it by the C.M.A. with regard to trade relations between Canada and the United Kingdom. Where necessary, these views will be considered by appropriate committees, and resolutions adopted or action taken. The F.B.I. will also, where possible, obtain and communicate to the C.M.A. the views of its members on questions raised by the C.M.A.

The C.M.A. will act in a similar manner for the F.B.I.

ASSISTANCE TO VISITORS.

The F.B.I. will do its best to assist members of the C.M.A. visiting the United Kingdom, and these members are invited to call at the F.B.I. offices immediately on their arrival. All possible assistance will be given them to get in touch with such members of the federation as they wish to see. The C.M.A. will act similarly when members of the F.B.I. visit Canada (the C.M.A. have offices in Toronto, Montreal, Winnipeg and Vancouver).

Opportunities will always be afforded wherever possible for representatives of either body to discuss matters which they wish to raise with members of the other body.

FUTURE ARRANGEMENTS.

Endeavour will be made to arrange that delegates of the F.B.I. shall go to Canada at the time of the C.M.A. general meeting, when it is hoped that it will be possible to formulate a scheme for still closer co-operation.

SUGGESTED REGISTRATION OF AGENTS IN AUSTRALIA.

(British Export Gazette.)

A suggestion put forward some time ago for the compulsory registration of all agents in the Commonwealth representing overseas firms appears to have met with very wide approval and endorsement. The idea is, of course, aimed in the first instance at any underhand attempts of German firms to enter the market against the desires of consumers, but it may be easily understood that its application may have a much broader scope. It is proposed that in registering the agent should not only reveal his

own nationality, but should also be under the obligation of disclosing the nationality and source of capital of the firms he represents. Thus, if such a firm had an English name, but was financed by German capital, that fact would be placed on record for general information, and would prevent enemy goods entering the country camouflaged as British. It would then be an easy matter either for the law to step in if legislation had been infringed, or for the consumer to judge whether he would purchase certain goods or not.

GOODS WITH MORE THAN ONE COUNTRY OF ORIGIN.

It is recognized that certain difficulties exist in carrying out these proposals. For example, an agent might represent a firm in a line of goods partly manufactured in the United Kingdom and partly in a foreign country. In this way a good deal of fine cutlery was before the war manufactured in Sheffield and finished in Germany, and some watches made in England were dependent for certain essential parts upon Switzerland. In such cases, however, there can be no valid reason against agents declaring the whole truth, if they are aware of it, as to the divided processes of production, and it is not going too far to add that the primary reason for neglecting to do so could only be to mislead. The real difficulty in such a case would be that the agent himself might not always have sufficient knowledge of the origin of the goods to provide the necessary information demanded by the proposed registration; but in that case, the difficulty should be overcome by the compulsory marking of goods with the country, or, where it was needed, countries of origin. It is, at any rate, due to the consumer that he should know whence the goods offered to him are obtained, and no manufacturer, merchant, or agent can reasonably object to providing the information.

IDENTITY CARDS FOR COMMERCIAL TRAVELLERS IN FRANCE.

(*Board of Trade Journal.*)

The French Senate, on June 24, adopted a Bill, previously adopted by the Chamber of Deputies, with regard to special professional identity cards to be used by commercial travellers and agents. In accordance with the new regulations, all persons exercising on French territory the profession of commercial traveller or agent must possess a professional identity card, which must include the following particulars:—

The card will be signed by the bearer and will indicate his description, name, christian names, date and place of birth, original nationality, or acquired nationality if necessary, as well as his domicile. The card will bear the holder's photograph stamped with the seal of the issuing authorities. To obtain this card the traveller or agent must produce a written attestation from the manufacturers, merchants, or traders, who employ him, such attestation to be visé by the Chamber of Commerce in the district in which the firm represented, or its principal establishment, is situated. The production of this attestation will be mentioned on the identity card. If the firm represented is in the French colonies or protectorates, the declaration of the employer must be visé by the functionaries designated by the Governor General, Governor, or "résident supérieur" of the colony or protectorate. If the firm represented is of foreign nationality and has no branch in France, the declaration of the employer must be visé by the French consular agent in the district in which the foreign firm or its principal establishment is situated.

The identity cards will be delivered:—

In France, by the prefectural authorities of the applicant's domicile.

In French colonies or protectorates by the functionaries designated by the Governor General, Governor, or "*résident supérieur*."

Abroad, by the consular agent in the district where the traveller or agent lives.

These identity cards must be renewed yearly, and an annual tax of 10 francs will be levied for their delivery. Failure to comply with these regulations will be punished by a fine from 50 to 200 francs, and in case of a second offence, a fine from 200 to 2,000 francs will be imposed. A delay of three months from the promulgation of the law will be allowed to all travellers or agents in order to comply with the above regulations. A decree will fix the nature and dimensions of the professional identity cards as well as the details for application of the law.

MALTA AND ITS PORT.

Malta, the largest of the Maltese Islands is situated between Europe and Africa, in the central channel which connects the eastern and western basin of the Mediterranean sea, about 60 miles from the nearest point of Sicily. It is $17\frac{1}{2}$ miles long, and has an area of 92 square miles. Population (including the islands of Gozo and Comino), 229,000. The chief town and port is Valletta.

The island is one of the most important ports of call in the world, and is the base and repair depot of the British fleet in the Mediterranean. It has a safe and commodious harbour with sufficient water for the largest ships afloat, and ships of any size can coal close to the quays; but its harbour, as a naval station, is too small for the fleet. A new breakwater was constructed in 1909. There are six dry docks owned by the British Admiralty.

The principal imports are wheat, flour and semola, bullocks, beer, dairy products, fish, meat, sugar, coal, petroleum, and cotton goods, and the chief industries are farming and fishing, and there is cotton manufacturing and lacemaking. Malta imports about 60 per cent of its foodstuffs, and practically all of its manufacturers.

The illustration on the cover of this week's number of the *Weekly Bulletin* gives a view of the harbour.

BRITISH RULES GOVERNING APPLICATIONS FOR PAPER IMPORT

Licenses from Foreign Countries.

The following rules respecting paper import licenses into the United Kingdom (reprinted from the *Board of Trade Journal*) do not apply to Canada or any other country within the British Empire, but are printed to enable Canadian manufacturers to see the conditions imposed on foreign importers.

The Paper Imports Registration Department (23 Buckingham Gate, S.W.1) have issued the following rules to be observed by applicants for proportionate licenses to import foreign paper and board in respect of British purchases:—

(1) Original British invoices, dated on or after the 1st May, 1919, must be submitted. Duplicates cannot be accepted.

(2) Merchants' invoices must be accompanied by certificates, supplies of which can be obtained from this department on application.

N.B.—These certificates should be applied for from the merchant at the time of placing the order with him.

(3) The invoices relating to paper falling under clauses 2, 3, 5, and 6 of the Paper Import Regulations must be kept separate.

(4) Separate summary statements of the invoices relating to each of the above clauses must be given, indicating the description and weight of the paper shown on each invoice and totalling the weights.

(5) Invoices relating to finished articles, such as bags or cardboard boxes, must not be included in any application.

(6) Invoices relating to printing or writing paper, even though used as wrapping paper, must not be included in applications for licenses to import wrapping paper.

N.B.—This does not apply to news off-cuts, which are classed as wrapping paper.

(7) Invoices relating to "middles," which are less than the substances mentioned in clause 6 of the Paper Import Regulations and are therefore classified under clause 1, must not be included in applications for licenses to import cardboard or wrapping paper.

(8) Applications for licenses to import cardboard (i.e., paper falling under clause 6 of the Paper Import Regulations) must in every case contain a guarantee that none of the items included on the invoices are less than the minimum substances permitted by clause 6 (i.e., strawboards, 25 by 30 inches, 4 ounces per sheet; other grades, 20 by 25 inches, 4 ounces per sheet).

(9) Other board, which is excluded from clause 6 because the substance is less than the substances allowed (*vide* paragraph 8 above), is classed as wrapping paper (clause 5) and invoices for such board can be included in applications to import wrapping paper.

N.B.—This, of course, does not apply to coated board (clause 3) or to the other classes of board specifically referred to in clause 6 as being excluded therefrom.

INDIAN FLOSS FOR LIFE BELTS.

During the war the proper provision of life belts and other life-saving appliances on ships became of vital importance owing to the submarine menace. One of the most widely-used appliances was a life-jacket stuffed with "kapok" or floss. This floss has very great buoyancy, a jacket containing 24 ounces of the fibre being capable of supporting an adult in the water. According to the existing official regulations the only kapok that may be used for this purpose is Java kapok and consists of the long hairs surrounding the seeds of a tree which occurs abundantly in the Dutch East Indies.

A similar material is however obtainable from India, but from a different tree, and this Indian floss cannot under the existing regulations be used for life-jackets. The results of trials made at the Imperial Institute, details of which are given in the current number of the Bulletin of the Imperial Institute, have shown that the Indian floss can fully satisfy all the requirements as regards buoyancy and freedom from water-logging. It is therefore suggested that the use of Indian kapok should be officially permitted for life-jackets. Inquiries made by the Imperial Institute showed that kapok, equal in quality to that used in the trials, is available in India in large quantities.

CANNED TOMATO INDUSTRY AT NAPLES.

(*Consul B. Harvey Carroll, Naples, in United States Commerce Reports.*)

Naples normally ships from 50 to 60 per cent of Italy's entire exportation of tinned and preserved tomatoes. The highest annual exportation in recent years was 490,950 metric quintals (1 metric quintal = 220.46 pounds) in 1912, of which Naples exported 248,312 quintals; but in 1918 the total exports were only 82,309 quintals, of which Naples exported about 50,000 quintals, none of which went to the United States.

With the canning season just opening, the industry finds the cost of tin so high, as to render successful competition with other countries impossible. This is not because there is no tin, as the war tin industry imported and now has on hand a great quantity of that metal, but it was purchased at prices much in excess of those formerly paid to the United States and to Spain, from which countries the supply came, and which are now Italy's greatest competitors in producing tinned tomatoes.

The tinned tomatoes on hand in this district can not well be used for foreign trade, as they are in special tins packed for the use of the Italian army and navy, and their production cost has been greater than the prices of American tomatoes. Only with great difficulty will the Naples industry be able to regain its markets or its volume of production, especially for this season.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Inspection Branch, Department of Trade and Commerce, Ottawa.

Week ending Aug. 22, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	98,530	82,196	48,078	174	35,501	264,479
Consolidated Elevator Co.	8,772	16,578	6,193	6,527	5,033	43,103
Empire Elevator Co.	*24,350	67,732	3,969	6,581	4,479	58,441
Ogilvie Flour Mills Co.	88,159	55,390	26,674	.....	10,375	180,598
Western Terminal Elevator Co.	*22,090	14,504	3,878	5,461	1,279	3,032
G. T. Pacific.	22,661	122,503	8,592	9,490	7,476	170,722
Grain Growers' Grain Co.	38,187	157,628	37,955	.....	18,962	252,732
Fort William Elevator Co.	*9,747	70,837	4,692	7,521	4,333	77,636
Eastern Terminal Elevator Co.	8,717	15,069	772	.....	.....	24,558
Northwestern Elevator Co.	27,049	25,067	6,435	23	642	59,216
Port Arthur—						
Port Arthur Elevator Co.	71,348	261,827	90,149	27	27,568	450,919
Sask. Co-op. Elev. Co.	38,575	127,422	37,116	8,530	6,344	217,987
Canadian Government Elevator.	37,016	112,660	22,170	6,385	6,032	184,263
Can. Government, Acc't. Imp. Gov..	.....	.....	.....	63	.....	63
Thunder Bay.	27,363	334,860	24,392	2,576	4,792	393,983
Davidson & Smith.	21,929	125,462	36,616	.....	3,614	187,621
Eastern-Richardson.	39,805	25,182	13,070	742	1,491	80,290
Total terminal elevators. . .	471,924	1,614,917	370,751	54,100	137,921	2,649,613
Saskatoon Can. Government Elevator..	2,982	78,012	1,772	.....	*5,926	82,766
Moosejaw Can. Government Elevator..	7,249	72,335	6,114	1,364	112	93,100
Calgary Can. Government Elevator...	3,287	66,243	15,297	529	*1,000	86,390
Vancouver Can. Government Elevator.	.....	22,020	.....	.....	34	22,020
Total interior terminal elevators	13,518	238,610	23,183	1,893	7,072	284,276
Depot Harbour. ....	.....	.....	None	in store.	.....	.....
Midland—						
Aberdeen Elevator Co. ....	.....	.....	None	in store.	.....	.....
Midland Elevator Co.	5,000	.....	.....	.....	186,833	191,833
Tiffin, G. T. P.	2,299	.....	.....	.....	.....	2,299
Port McNicoll.	51,492	66,012	.....	.....	.....	117,504
Collingwood. ....	.....	.....	.....	.....	.....	-
Goderich—						
Elevator & Transit Co.	54,754	252,205	.....	.....	.....	306,959
Western Canada Flour Mills Co., Ltd.	.....	.....	Not	reported.	.....	-
Campbell Grain and Feed Co., West	.....	.....	.....	.....	.....	-
Toronto, Ont. ....	.....	.....	.....	.....	.....	-
Kingston—						
Montreal Transportation Co	.....	.....	.....	.....	.....	-
Commercial Elevator Co. ....	.....	.....	.....	.....	.....	-
Port Colborne Dom. Govt. Elevator ...	.....	.....	.....	.....	.....	-
" Maple Leaf Milling Co., Ltd.	.....	.....	Not	reported.	.....	-
Prescott. ....	.....	.....	.....	.....	.....	-
Montreal—						
Harbour Commissioners No. 1	413,078	15,259	1,356,680	.....	.....	1,785,017
" No. 2	614,923	166,172	343,753	.....	.....	1,154,848
Montreal Warehousing Co.	416,916	252,577	232,107	.....	.....	901,600
Ogilvie Flour Mills Co. ....	.....	.....	.....	.....	.....	.....
Quebec Harbour Commissioners.	81,099	27,604	.....	.....	.....	108,703
West St. John, N.B.	245,227	.....	.....	.....	.....	245,227
Halifax, N.S. ....	.....	.....	.....	.....	.....	.....
Total public elevators.	1,914,788	779,829	1,932,540	.....	186,833	4,813,990
Total quantity in store.	2,400,230	2,633,356	2,326,474	55,993	331,826	7,747,879

* Wheat overshipped. + Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended August 22, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard					—
No. 1 Northern		* 20,328	1,866	708,431	689,969
No. 2 "		65,947	3,007	287,972	356,926
No. 3 "		53,515	5,508	428,548	487,571
No. 4 Wheat		81,548	435	264,509	346,492
No. 5 "		71,664	293	43,500	115,457
No. 6 "		65,831		71,156	136,987
Other		153,747	2,409	110,672	266,828
Totals		471,924	13,518	1,914,788	2,400,230
Oats—					
No. 1 C. W.		1,707			1,707
No. 2 "		392,520	12,671	179,086	584,277
No. 3 "		192,101	14,703	290,752	497,556
Ex. No. 1 Feed		275,488	46,596	72,177	394,261
No. 1 Feed		331,141	59,545	56,705	447,391
No. 2 "		225,405	77,551	161,707	404,663
Other		196,555	27,544	79,402	303,501
Totals		1,614,917	238,610	779,829	2,633,356
Barley—					
No. 3 extra C. W.					—
No. 3 C. W.		135,208	2,127	388,399	525,734
No. 4 "		118,226	13,220	1,242,303	1,373,749
Feed		23,930	827	72,763	97,520
Rejected		54,587	4,926	210,274	269,787
Other		38,800	2,083	18,801	59,684
Totals		370,751	23,183	1,932,540	2,326,474
Flax—					
No. 1 Northwestern Canada	63	31,222	1,316		32,601
No. 2 C. W.		9,840	456		10,296
No. 3 "		7,202	59		7,261
Rejected			29		29
Other		5,773	33		5,806
Totals	63	54,037	1,893		55,993
Rye—					
No. 1 C. W.		2,065			2,065
No. 2 "		83,912		99,947	183,859
No. 3 "					—
No Grade		20,077			20,077
Rejected		22,685		45,591	68,276
Other		9,182	146	41,295	50,623
Totals		137,921	146	186,833	324,900
Corn			6,926		6,926
Total quantity in store					7,747,879

* Wheat overshipped.

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East, on August 22, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>August 22, 1919.</i>			
Terminal Elevators.....	471,924	2,177,689	2,649,613
Interior Terminals.....	13,518	270,758	284,276
Public Elevators in the East.....	1,914,788	2,899,202	4,813,990
Total.....	2,400,230	5,347,649	7,747,879
<i>August 23, 1918.</i>			
Terminal Elevators.....	476,248	3,840,881	3,564,633
Interior Terminals.....	79,482	381,572	461,054
Public Elevators in the East.....	2,590,711	3,073,772	5,664,483
Total.....	2,593,945	7,096,225	9,690,170
<i>August 24, 1917.</i>			
Terminal Elevators.....	1,209,619	4,393,908	5,603,527
Interior Terminals.....	207,141	82,966	290,107
Public Elevators in the East.....	2,443,483	5,562,156	8,005,639
Total.....	3,860,243	10,039,030	13,899,273
<i>August 25, 1916.</i>			
Terminal Elevators.....	7,456,751	7,012,150	14,468,901
Interior Terminals.....	491,268	104,552	595,820
Public Elevators in the East.....	6,758,660	6,654,730	13,413,390
Total.....	14,706,679	13,771,432	28,478,111
<i>August 26, 1915.</i>			
Terminal Elevators.....	338,459	1,250,902	1,589,361
Interior Terminals.....		5,682	5,682
Public Elevators in the East.....	1,240,804	723,062	1,963,866
Total.....	1,579,263	1,979,646	3,558,909
<i>August 27, 1914.</i>			
Terminal Elevators.....	1,121,333	2,558,597	3,679,930
Public Elevators in the East.....	1,742,133	1,126,926	2,869,109
Total.....	2,863,516	3,685,523	6,549,039

†Wheat overshipped.

Quantity of United States Grain in Store at Public Elevators in the East for week ending August 22, 1919.

	Wheat.	Oats.	Barley.	Corn.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....		3,710			242,849	246,559
Midland—Aberdeen Elevator Co.....		None	in store.			
Midland Elevator Co.....		81,450				81,450
Tiffin, G.T.P.....		None	in store.			
Dom. Govt Elev.....						
Montreal—						
Harbour Commissioners No. 1.....	120,723		108,426			229,149
" " No. 2.....		65,755		1,014	112,512	179,281
Total.....	120,723	150,915	108,426	1,014	355,361	736,439

NEW INCORPORATIONS.

Dominion.

Handley-Page, Limited. Incorporators: William Harold Workman, gentleman, and Mark Kerr, Admiral, London, Eng.; Harry Clark, Montreal, manufacturer; Fred Ripley Chalmers, merchant; and William Henry McGannon, coal merchant, Morrisburg, Ont. Capital \$2,500,000, divided into 25,000 shares of \$100 each. Chief place of business, Morrisburg, Ont.

British Refractories, Limited. Incorporators: Thomas Robinson, secretary; Harold Haring and George Errington Hanson, clerks, New York; Harry Martin Moren, Jersey City, secretary; Richard William Craft, Flushing, N.Y., clerks. Capital \$3,000,000, divided into 30,000 shares of \$100 each. Chief place of business, Montreal, Que. (Private Company.)

Mustikon, Ltd. Incorporators: William Alfred James Case, solicitor; James Broadbent Taylor and George Evans Atwood, accountants; Thomas Delany, student-at-law; and Clifford Gordon Lynch, secretary—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Toronto.

Allied Tobacco Planters and Packing Corporation of Canada, Ltd. Incorporators: Louis Philippe Crepeau, K.C.; Benjamin Robinson, advocate; George Whittaker and Duncan Alexander McNiece, accountants; and Germain Rene Leblanc, student-at-law—all of Montreal, Que. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Montreal.

J. P. Abel, Fortin, Limited. Incorporators: Ernest Abel and Arthur Eucher Fortin, manufacturers; Philippe Trottier, auditor; Joseph Alfred Bérard, overseer; and Alphonse Arthur Paul, accountant, Montreal. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal, Que.

Consolidated Iron and Steel Corporation, Ltd. Incorporators: William Johnston and James A. Morrison, brokers; Fred Green Worts, commercial traveller; and John Edward Corcoran and Robert Cleugh LeVeseonte, barristers-at-law, Toronto. Capital \$8,000,000, divided into 800,000 shares of \$10 each. Chief place of business, Toronto.

British Minerals Corporation, Ltd. Incorporators: Louis Philippe Crepeau, K.C.; Benjamin Robinson, advocate; George Whittaker and Duncan Alexander McNiece, accountants; and Germain René Leblanc, student-at-law, Montreal. Capital \$1,500,000, divided into 300,000 shares of \$.5 each. Chief place of business, Montreal, Que.

Wolf Sayer & Heller of Canada, Ltd. Incorporators: Henry Weinfield and Marcus Neyer Sperber, advocates; Laurence Tannenbaum, notary; Sarah Miller and Fanny Weinfield, stenographers, Montreal. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Montreal.

The Dominion Dyers, Limited. Incorporators: Oliver Master, broker; Herbert Parker, manufacturer's agent; and Alfred Burton, manufacturer, Toronto; Trevor Kenneth Holm, accountant; and Rufus Choate Macknight, treasurer, London, Ont. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, London.

British Columbia.

British Columbia Mining Development Syndicate, Limited. Capital \$500,000. Registered office, Vancouver.

Canada Western Woollen Mills, Limited. Capital \$200,000. Registered office, Vancouver.

Western Canada Tire and Rubber Company, Limited. Capital \$250,000. Registered office, Vancouver.

The Western Chocolate Company, Limited. Capital \$175,000. Registered office, Vancouver.

Nova Scotia.

Acadia Stationary Engines, Limited. Capital \$200,000. Registered office, Bridgewater.

J. N. Rafuse & Sons, Limited. Capital \$150,000. Registered office, Bridgewater.

Sissiboo Pulp and Paper Company, Limited. Capital \$200,000. Registered office, Halifax.

The Bear River Trading Co., Limited. Capital \$100,000. Registered office, Bear River, Annapolis County.

Canadian and American Fisheries, Limited. Capital \$150,000. Registered office, Bridgewater.

Gordon & Keith, Limited. Capital \$75,000. Registered office, Halifax.

The Canadian Concrete Building Association. Capital \$100,000. Registered office, Sydney, Cape Breton.

Con Rein, Limited. Capital \$66,000. Registered office, Bridgewater.

Progressive Beam Trawling Company, Limited. Capital \$175,000. Registered office, Bridgewater.

Sherbrooke Mines and Power Company, Limited. Capital \$2,400,000. Registered office, Halifax.

Jutland, Limited. Capital \$149,000. Registered office, Bridgewater.

Ontario.

The Fibre Package Company of Canada, Limited. Incorporators: Franklin Caldwell Walker, Detroit, U.S.A., manufacturer; Gustavus Gardner Benfield, accountant, and John Henry Coburn and Albert John Gordon, barristers-at-law, Walkerville; and William Albert Smith, Kingsville, barristers-at-law. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Walkerville.

Connaught Motor Sales Co., Limited. Incorporators: William Edwin Angold and Harry James Jarman, garage proprietors; John Roy Marshall, barrister-at-law; and Stanley Rowland Jefferess and William Hazell, students-at-law, Hamilton, Ont. Capital \$60,000, divided into 600 shares of \$100 each. Head office, Hamilton.

Royal Markets, Limited. Incorporators: Gabriel Herman Levy and Archibald Hope Gibson, barristers-at-law; Anna May Herriman, accountant; and Ella Claire Becker and Rose Marie O'Brien, stenographers—all of Hamilton. Capital \$500,000, divided into 5,000 shares of \$100 each. Head office, Hamilton.

Mead Universal Company, Limited. Incorporators: George Arthur Young, broker; Joseph Elliott Hallat, prospector; James Howard Young, insurance agent; Norman Currie Urquhart, accountant; and Eva Lynch, stenographer—all of Toronto. Capital \$350,000, divided into 350,000 shares of \$1 each. Head office, Toronto.

North Cliff Mines, Ltd. (No personal liability.) Incorporators: Mary Elizabeth Cherrier and Florence Gordon, stenographers; Edward Thomas Boland, company manager; John Francis Boland, barrister-at-law; and Charles Henry Bowyer, student-at-law—all of Toronto. Capital \$100,000, divided into 100,000 shares of \$1 each. Head office, Toronto.

Gold Nugget Products Co., Limited. Incorporators: Thomas Crompton, real estate dealer; Archibald Petrie Whitney, salesman; Herbert Barnes, plumber; Annie Macfadyen, stenographer; and Henry Godfrey Ogg, estate agent—all of Hamilton. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Head office, Toronto.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

2102. **Ores.**—A Belgian importer makes inquiry for Canadian ore shippers: copper, nickel, silver, cobalt, tungsten and molybdenum.

2103. **Electric batteries.**—An importer of Galaroza (Huelva), Spain, is desirous of getting into touch with Canadian manufacturers or exporters of electric batteries.

2104. **Manufactures.**—A newly organized concern in Santiago, Chile, the principals of which have a number of years' business experience in Latin-America, desire to get in touch with Canadian producers.

2105. **Agencies in the Balkan States.**—An agent resident in Bucharest, with twenty years' experience, and whose sales before the war were from 2,000,000 to 2,500,000 francs annually, desires agencies for Roumania, Serbia, Bulgaria and Greece, in the following lines: agricultural machinery, electrical supplies, automobiles, auto-trucks, bicycles, clothing, boots and shoes, textiles, raw or cured hides, etc.

2106. **Doors.**—An agent in Paris, who represents Canadian houses, desires to get catalogues with prices of British Columbia doors of Douglas fir.

2107. **Agencies.**—A French aviation officer after five years of war service has resumed business in Paris, and desires to secure exclusive agencies for Canadian firms able to make prompt deliveries of the following: food products, canned provisions, fruits, jams, preserves, etc., cotton goods and wool, woollen material of all kinds, oils and greases, chemical products, tools and agricultural implements, leather shoes, and paper.

2108. **Potatoes, food products.**—An importer of Havana, Cuba, is interested in potatoes and other food products.

2109. **Food products, confectionery, liquors.**—An importer in Bogota, Colombia, desires to do business with Canadian houses in all kinds of food products, confectionery and liquors.

2110. A manufacturers' agent in Paris would like to represent a group of Canadian manufacturers in France.

2111. **Wood-pulp middles.**—A Scotch company ask to be placed in correspondence with Canadian manufacturers who can fill orders for wood-pulp middles in reels, as formerly supplied from Scandinavia. They are also buyers of kraft paper.

2112. **Oatmeal and rolled oats.**—A London firm wish to hear from Canadian producers of rolled oats and oatmeal.

2113. **Fruit pulp.**—A Liverpool firm make inquiry for fruit pulp.

2114. **Potato farina.**—A Liverpool firm ask to be placed in touch with exporters of potato farina.

2115. **Apples.**—A Belfast firm ask to be placed in communication with exporters of apples.

2116. **Oil cooking and heating stoves.**—A Liverpool firm ask to be placed in touch with manufacturers of oil cooking and heating stoves.

2117. **Birch planks and boards.**—A Liverpool firm ask to be placed in touch with exporters of birch planks and boards.

2118. **Mineral products.**—A Sheffield, England, firm ask to be placed in touch with exporters of cobalt, nickel, and ferro alloys.

2119. **Apples.**—A Dundee firm ask to be placed in touch with Canadian apple shippers with a view to purchase.

2120. **Apples.**—A Belfast firm ask for offers of boxed and barrelled apples. Prices are asked for c.i.f. Liverpool or Glasgow.

2121. **Apples.**—A Belfast firm ask for offers of Canadian apples. They are in a position to handle a carload a week during the season.

2122. **Paper.**—A London correspondent is prepared to undertake the representation of Canadian papermakers.

2123. **Sheep gut.**—A Dutch firm established in London report a large and growing market for sheep gut, and would like to get into touch with Canadian exporters.

2124. **Amber glass bottles.**—Inquiry is made by a London firm for names of Canadian manufacturers of amber glass bottles.

2125. **Drinking straws.**—A firm in London, England, wish to get large quantities of natural drinking straws. They are ready to place an order for 250,000 straws immediately and would require additional quantities later on. Artificial straws not wanted.

2126. **Trailers.**—A demand has arisen from dealers in foreign countries for trailers to be drawn behind a Ford Model T chassis and also one-ton truck.

2127. **Boards and paper.**—A firm of wholesale board merchants and paper-mill agents in Nottingham, England, would be glad to hear from Canadian manufacturers of boards and papers of all kinds seeking an export outlet.

2128. **Crude methyl alcohol.**—An English firm asks for the addresses of Canadian manufacturers of crude methyl alcohol.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 R.S. Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 R.S. Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 R.S.—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.**MONTREAL TO LIVERPOOL.**

Rimouski, White Star-Dominion Line, about September 4; *Minnedosa*, C.P.O.S. line, about September 16; *Metagama*, C.P.O.S. Line, about September 16; *Canada*, White Star-Dominion Line, about September 17; *Canadian Miller*, Canadian Government Merchant Marine, Ltd., about September 20; *Canadian Ranger*, Canadian Government Merchant Marine, Ltd., about September 24.

MONTREAL TO LONDON.

Mattawa, C.P.O.S.-Furness Line (C.P.O.S.), about September 4; *Cornish Point*, C.P.O.S.-Furness Line (Furness), about September 5; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about September 11; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about September 11; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about September 14; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about September 18.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about September 10.

MONTREAL TO GLASGOW.

Holbrook, C.P.O.S. Line, about September 13; *Scotian*, C.P.O.S. Line, about September 14.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Pretorian, C.P.O.S. Line, about September 3; *Copenhagen*, Cunard Line, about September 3; *Sicilian*, C.P.O.S. Line, about September 6; *Sardinian*, C.P.O.S. Line, about September 8; *Cornishman*, Dominion Line, about September 12.

MONTREAL TO MANCHESTER.

Manchester Importer, Manchester Liners, about September 4; *Manchester Mariner*, Manchester Liners, about September 14; *Manchester Brigade*, Manchester Liners, end of September; *Manchester Corporation*, Manchester Liners, about September 27; *Manchester Hero*, Manchester Liners, about October 11.

MONTREAL TO HULL.

Hambleton Range, Furness Line, about September 10.

MONTREAL TO LEITH.

Cairnvalona, Thomson Line, about September 19.

CAIRN LINE TO DUNSTON.

Cairnmona, Cairn Line, about September 9.

MONTREAL TO DUBLIN.

Ramore Head, Head Line, about September 15.

MONTREAL TO BELFAST.

Fanad Head, Head Line, about September 5.

MONTREAL TO ST. NAZAIRE (FRANCE).

Cape Corso, Can.-French Line, about September 5.

MONTREAL TO HAVRE (FRANCE).

Wisley, Canadian-Transatlantic Line, about September 10; *Californie*, Canadian-Transatlantic Line, about September 24.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Pioneer*, Canadian Government Merchant Marine, Ltd., about September 10.

* Buenos Aires only.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.

Benguela, Elder-Dempster Line, about September 5.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).

Kaikourat, New Zealand Shipping Co., about September 20.

MONTREAL TO BARBADOS AND TRINIDAD.

Canadian Warrior,* Can. Govt. Merchant Marine, Ltd., about September 6; *Canadian Recruit*, Can. Govt. Merchant Marine, Ltd., about September 23; *Canadian Warrior*, Can. Govt. Merchant Marine, Ltd., about October 11.

* Fully booked.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Trader, Can. Govt. Merchant Marine, Ltd., about September 6; *Canadian Trader*, Can. Govt. Merchant Marine, Ltd., about October 11.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about September 5; *Chaleur*, Royal Mail Steam Packet Co., about September 19; *Chignecto*, Royal Mail Steam Packet Co., about October 3.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, MANILA AND HONG KONG.

Protesilaus, Blue Funnel Line, about September 5; *Tyndareus*, Blue Funnel Line, about September 29.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG.

Africa Maru, Osaka Chosen Kaisha, about October 4.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Suwu Maru, Nippon Yusen Kaisha, about September 18.

From Vancouver.

VANCOUVER TO FIJI, AUSTRALIA, AND NEW ZEALAND.

Makura, Canadian Australasian Royal Mail Line, about September 6; *Niagara*, Canadian Australasian Royal Mail Line, about September 16.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Russia, C.P.O.S. Line, about October 2.

VANCOUVER TO YOKOHAMA, KOBE, SHANGHAI AND HONG KONG.

Monteagle, C.P.O.S. Line, about September 15; *Empress of Japan*, C.P.O.S. Line, about September 18.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Melville Dollar, Canadian Robert Dollar Co., about October 3.

VANCOUVER TO UNITED KINGDOM PORTS.

Architect, Harrison Direct Line, about October 15.

THE MARKET FOR MARINE ENGINES IN GREECE.

(*Trade Commissioner Eliot G. Mears, Athens, in United States Commerce Reports.*)

There is a large demand in Greece for marine engines of from 50 to 200 horse-power. In the past much of the interisland trade was carried on by small sailing vessels which were not equipped with auxiliary motors. The demand for new ships, here as elsewhere, is very great, and the few that can be built in Greek shipping centers, if not exclusively steam propelled, are being equipped with engines of some kind. The effort is principally to take advantage of the high shipping rates now prevailing, and, in order to do this, not only the new ships but also the old sailing vessels are being supplied with auxiliary motors, in order to decrease the delay due to light winds or calms and the time required for coming into port. In this way they can carry more cargoes and secure to their owners the maximum immediate profit from the abnormal shipping rates.

The kind of engines most in demand are oil motors of the Diesel type. The power required depends, of course, upon the size of the ship, and varies in general from 50 to 200 horse-power. The two main considerations are simplicity of construction and operation, and economy of fuel consumption.

POLAND'S FISCAL POLICY—IMPORTS AND CURRENCY.

(*The Times Trade Supplement.*)

A Polish decree issued on February 7 established a State Commission of Import and Export with Mr. Rąwicz-Szczerbo as its head. The chief object of this commission is the regulation of Polish foreign trade.

Permits for import from abroad are issued, the guiding principle being to prevent the entry of luxury articles and to restrict the import of commodities which can be produced in Poland. This policy will protect young Polish industries and maintain improved conditions for the working classes in the factories and workshops. The import of articles of prime necessity, technical apparatus for reviving industries, and above all raw materials, is not restricted.

The main hindrance to the regulation of foreign trade is the absence of a Polish currency and the low value of the existing currency (German, Austrian, Russian). As Polish exports are insignificant there is no demand for the currency circulating in Poland and so it is continually falling. Goods which are relatively cheap in sterling or francs become expensive when paid in marks. To improve the exchanges the commission is relying on exports. At present there are but few—coal, petroleum, some agricultural products, and eggs.

Export questions are being treated from the point of view of compensation, and nothing is allowed to be exported without a guarantee that articles wanted in Poland shall be imported in exchange.

The commission is working very efficiently and permits are being issued within six or eight days of application.

USE OF THE TRADE ACCEPTANCE IN BRITISH DOMESTIC BUSINESS.

Trade Commissioner Henry F. Grady, London, in United States Commerce Reports.

At a time when so much is being done in the United States to stimulate the use of the trade acceptance in domestic business, it may be of interest to know what British practice is in this regard.

The domestic trade acceptance was very generally used 30 or 35 years ago, but its use has since been practically discontinued. Of course the bank acceptance is used universally in foreign business, but in domestic business the banks make advances and permit overdrafts as the accredited method of financing trade.

The five large joint-stock banks which have branches throughout the United Kingdom and control about 70 per cent of the banking business of the country use the overdraft very extensively. The overdraft is used particularly in the case of the very large firms. It does not follow, of course, that advances made in this form are unsecured. The custom is to keep with the bank as a reserve against which to secure advances a certain amount of securities, this being true whether the advance is to be an overdraft or a loan. To obtain an overdraft the firm calls on or writes the bank and advises it that it wishes to overdraw its account for a prescribed amount, and the bank then honors checks against it for approximately that amount—the sum is never rigid, and the extent of the overdraft is left to the requirements of the firm.

There is given below a sample form such as the client is required to fill out and sign, giving the bank control over the securities on deposit.

LONDON,, 19....

..... (name of rank) request you to advance to the sum of £..... on the securities specified in the annexed schedule, of the present value of £....., which advance undertake to repay on or before the, with interest thereon, at the rate of per cent per annum, and undertake at all times to maintain, without notice from you, a margin of in the value of the securities over the advances.

The above securities, and all other securities of any class from time to time lodged with you by or on account, shall remain as a security for payment to you not only of the above advance and interest, but also of all moneys (including interest and expenses) from time to time owing by or for which may be liable to you on any account whatever either alone or jointly with any other person or persons. And in default of payment of any such money when due and for reimbursement thereof you are hereby authorized to sell such securities or any of them, without notice, in any way deemed expedient.

The security hereby given shall extend to all securities of and moneys owing by all or any persons or person from time to time carrying on business in partnership with or under the name of the undersigned.

Some banks follow the practice of having borrowers on overdraft sign their account as an acknowledgement, and this has the legal status of a note. It is always necessary for the firm requesting permission to overdraw to state when it expects to be able to make payment, but large firms have heavy overdrafts almost continuously. The

manager of one of the big joint stock banks said it was hard to estimate what percentage of his bank's advances are in the form of overdrafts, but that he thought perhaps one-fifth in the number of loans, but more than this in the volume of credit extended, because of the fact that the overdraft is used most by the big firms.

ADVANCES ON NOTES.

Aside from the use of the overdraft, the manner of financing domestic trade is similar to that which prevails in the United States. Advances are made for 60 or 90 days on the note of the borrower, usually with, but sometimes without, collateral security; the discretion of the bank in the matter of making advances being the main source of safety where securities are not taken. However, it is the buyer of the goods that seeks the accommodation at the bank rather than the seller. The abuses of the "open-book account" system, with the wholesaler or manufacturer financing his customers, do not exist. The bank finances the transaction directly when financing is necessary. The banks exercise care to see that the loan is for a definite turnover, and will not let a client put bank capital into his business.

BANK INSPECTIONS.

There is no governmental inspection of the banks, but they themselves have an inspection system which is extremely rigid. The large joint stock banks have their inspectors call at the various branches about every 18 months and make very thorough inspections, covering every phase of the business. In addition to this, unannounced inspections take place at more frequent intervals. No loans are placed by any of the branches of the big banks until the application has been passed on in the central office in London. There is a most efficient and thorough checking up on everything that is done, with the result that poor loans are very infrequent and losses very small, from both unpaid loans and dishonesty on the part of branch managers. This method of the responsibility remaining with the banks themselves, rather than resting upon a governmental inspection system, as in the case of the national and State banks, seems to show at least as good results.

The banker makes no real distinction in his mind between advances made on the note of his client and the overdraft, since the latter is as much secured as the note. The question of overdraft is not determined by rigid regulations, as in the United States, where the law does not permit it, and the banks will honour checks whenever they have been advised that securities are being forwarded. They do not protest the checks of their clients, but will, where they know the firm, recognize an overdraft, on the assumption that the matter is done in good faith, and then take the matter up with the client. This gives a broader discretion to the bank, and is, I am advised, never abused. The principal source of loss has not been by repudiation of clients' obligations, but by the fraudulent hypothecation of clients' securities by solicitors. The bank is held responsible for such losses.

The overdraft has been more popular of late, because there is no stamp tax required, as in the case of notes. The head of one of the largest British banks told me that he believed that we in America would not take up the use of trade acceptance very extensively, because it tends on the whole to reduce bank deposits and the use of the check, which is the most economical method of utilizing the credit and gold resources of a country. He admitted that perhaps it might be advantageous for us to develop the use of the trade acceptance in domestic business for a time in order to correct the abuses of commercial credit, but that he thought we would follow the English experience and ultimately work away from it again.

MOTOR TRUCKS IN SAO PAULO.

(Consul Charles L. Hoover, Sao Paulo, Brazil, in United States Commerce Reports.)

Practically no trucks have been imported into Sao Paulo since the outbreak of the war. The reason for this is that the prices of gasoline and accessories, such as tires, have been so high that it was far more economical to use animal traction. It appears now, however, that prices will fall to a level where it will again be possible to use motor trucks extensively. A number of old pleasure cars have recently been converted into trucks, which would indicate that the use of such vehicles was increasing.

Several of the dealers here seem to think that they will be able to obtain second-hand trucks from Europe at very low prices. There are several American firms in this territory. Practically all the transportation between cities in this region is done by railway, but there is a proposal for truck service between Sao Paulo and Santos, the most important port in this vicinity and the one through which most of the merchandise destined for Sao Paulo passes, but because of steep grades between the two cities it is doubtful if this scheme would be practicable unless trucks of very unusual driving power were obtained.

It would be difficult to say how a truck using kerosene as a fuel would be accepted in this market without actual experiment. The price of kerosene at the present time is 20 milreis per case and of gasoline 26 milreis 50 reis, which, at present rate of exchange is, roughly, \$5.55 per case for kerosene and \$7.23 per case for gasoline. With only this small difference in the cost of the two fuels, kerosene would have to be proved more advantageous as regards economy of consumption and energy developed before it could compete with gasoline.

THE GOVERNOR OF THE BANK OF ENGLAND ON THE FINANCIAL SITUATION IN GREAT BRITAIN.

(*The Times*, July 16, 1919.)

Lord Cunliffe, Governor of the Bank of England, speaking on July 15 on the financial situation in the United Kingdom, said that the question of currency and exchange was a very intricate one, so intricate that, although many were prepared to talk about free trade and protection, when it came to foreign exchanges they refused to say anything. The reason was that it was so difficult to follow and understand, and it was left to the Bank of England to keep the foreign exchanges in our favour. That was greatly to the favour of our trade. When foreign exchanges went against us that was in favour of our exports, and when they were with us that was in favour of our imports, and, being largely an importing country, it was to our advantage; but now, owing to the war, that had all turned round. There was now not a country where the exchange was in our favour. America was going against us every day, and that meant that we must pay more for our bacon, wheat, cotton,—all our imports. Some part of that was not accounted for by the war. The method the Bank of England adopted in the olden days of raising the price of money to counteract the adverse exchanges had disappeared. The Government had to take control of the money market during the war; the Bank of England tried for a considerable time, but the Government had to take it in hand. At first sight it looked very well that the Government should be able to get their money, say, at 3½ or 4 per cent. That had gone on, but it had militated against the foreign exchanges to some considerable extent, and people had said, "Oh, well, the foreign exchanges do not matter so much; we must keep up the credit of our country and borrow at a cheap rate." That was one of the reasons why the foreign exchanges ran against us. The manufacturers would say they had to manufacture and had to borrow from their bankers at a low rate, and it would be greatly against their trade if they had to pay more; but he would point out that there was hardly a foreign exchange but what was at least 5 per cent against us. The manufacturer and the importer turned over their money four times a year on the average; therefore four times 5 per cent equalled 20 per cent per annum, so they really had to pay 20 per cent more for their raw material, even if they paid 3 per cent more for their money from their bankers.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancom.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgess, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

Report of the Department of Trade and Commerce. (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

Supplements to Weekly Bulletin:

Chinese Markets for Canadian Products.
The Trade of South China.
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Toy Making in Canada.
The Timber Import Trade of Australia.

Patent Office Records. (Monthly.)

Rules and forms of the Canadian Patent Office.

Canada the Country of the Twentieth Century (1915). \$1.00.

Handbook for Export to South America (1915).

Trade with China and Japan (1914).

Export Directory of Canada (1915).

Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)

Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)

Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)

Food Inspection Bulletins.

Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Out of Print.

Commercial Intelligence Service (Supplement to Weekly Bulletin).

Canada and the British West Indies (1915).

Review of Commercial Intelligence Service (1916).

Bureau of Statistics.

The Canada Year Book.

Monthly Bulletin of Agricultural Statistics.

Annual Report of the Trade of Canada.

Monthly Report of the Trade of Canada.

Monthly Report of Census, Statistics, etc.

Bulletins of the Fifth Census of Canada, 1911:

Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with introductions, etc. (Out of print.)

Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.

Voy. III, 1913, Manufacturers, 1911.

Vol. IV, Census of Canada.

Vol. V, Forest, Fishery, Fur, etc.

Vol. VI, Occupations.

Population and Agriculture (Prairie Provinces). (1916.)

Postal Census of Manufacturers (1916).

Criminal Statistics, 1916.

Special Report on Foreign-born Population.

Report on Production of Creameries and Cheese Factories, 1915, 1916.

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DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Stockholm. (See p. 492.)

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(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
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1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, September 8, 1919.

No. 814

IMPERIAL PREFERENCE: THE PROCEDURE TO BE FOLLOWED BY IMPORTERS.

The following official statement on Imperial Preference as embodied in the Finance Act, 1919, of the British Parliament, has been issued from the Custom House, London:—

Under the Finance Act, 1919, the preferential rates of customs duties in favour of Empire products will operate, except in the case of tea, as from the 1st September. Preference on tea came into force on the 2nd June. The preferential rates are applicable to almost all goods subject to customs duties which are shown to the satisfaction of the Commissioners of Customs and Excise to have been consigned from, and grown, produced or manufactured in the British Empire. The goods which come within the scope of preferential treatment, together with the preferential rates of duty, are:—

Goods.	Rate of Duty.
Tea.....	Five-sixths of the full rate.
Cocoa.....	
Coffee.....	
Chicory.....	
Currants.....	
Dried or preserved fruit.....	
Sugar.....	
Glucose.....	
Molasses.....	
Saccharin.....	
Motor spirit.....	Two-thirds of the full rate.
Tobacco.....	
Motor cars, musical instruments, clocks, watches, etc.....	
Cinematograph films.....	
Wine—	
N.e. 30° of proof spirit.....	Sixty per cent of the full rate.
Ex. 30° of proof spirit.....	Sixty-six and two-thirds per cent of the full rate.
Additional duty on sparkling wine in bottle.....	Seventy per cent of the full rate of the additional duty.
Additional duty on still wine in bottle.....	Fifty per cent of the full rate of the additional duty.

Spirits—

Preference in the case of spirits is to be given by way of an increase in the duties of non-empire spirits as from September 1. The preferential rates will be equivalent to the full rates as chargeable under the Finance Act, 1919, up to that date, and the duties on non-empire spirits will then be increased by 4s. per gallon on perfumed spirits, by 3s. 4d. per gallon on liqueurs, etc., and non-tested spirits, and 2s. 6d. per proof gallon on all other descriptions of spirits.

WHAT IS MEANT BY BRITISH EMPIRE.

The expression "British Empire" for the purpose of preference includes at present the self-governing Dominions, the Crown Colonies and Protectorates, India, and the Channel Islands. Territories which in future may come under His Majesty's protection or in respect of which a mandate of the League of Nations is exercised by the Government of any part of His Majesty's Dominions may be included by Order in Council.

The preferential rates may be claimed for Empire products which are delivered for home consumption, whether from bonded stocks or on importation, on and after 1st September.

PROOF OF CONSIGNMENT AND ORIGIN.

In the case of goods which are imported on and after 1st September, the preferential rate of duty should be claimed by the importer at the time of making entry. He should be prepared to substantiate the declaration on the entry that the goods were consigned from a part of the British Empire by the production of the bill of lading, supplier's invoice, or in any other way, if called upon to do so by the customs officers.

As regards origin, the importer will normally be required to produce a certificate from the British overseas manufacturer (in the case of manufactured articles) or the grower, producer or supplier (in the case of growth or produce) supplemented, if that person is not the exporter, by an additional certificate from the latter. In the case of manufactured tobacco, refined sugar, syrup, molasses, and other products of the refining of raw sugar, a further certificate of the proportion of Empire-produced raw material must be given by the refiner or manufacturer, also supplemented in cases where he is not the exporter, by the additional certificate from the latter. Specimens of the various forms of certificate are appended. If the collector of customs is satisfied by the production of the certificate or certificates, he will forthwith admit the goods to entry as entitled to the preferential rate. If, however, he is for any reason doubtful as to whether the goods are in fact entitled to the preferential rate, he will call for production of invoices or other such further evidence as he may require, and, if he considers it necessary will submit the question to the Board of Customs and Excise. Meanwhile, unless he has any reason to suspect an attempt at fraud, he will allow delivery of the goods on payment of the full rate of duty, subject to adjustment if and when he is satisfied that the preferential rate is applicable. Similarly in the case of goods intended for warehousing the collector will allow the goods to be deposited in warehouse, a note being made in the books that, pending satisfactory proof of Empire origin, they are only to be delivered at the full rate of duty.

THE PROPORTIONS OF COST DUE TO LABOUR WITHIN THE EMPIRE.

In the case of manufactured goods, preferential duties are claimable only if a prescribed proportion of the factory or works cost to the manufacture of each finished article ready for export to the United Kingdom is due to labour within the British Empire. The proportion for the present has been fixed by the Board of Trade at 25 per cent for all manufactured goods, with the exception of manufactured tobacco, refined sugar, syrup, molasses, and other products of the refining of raw sugar.

In the case of these articles, the proportion has been fixed at 5 per cent, but the preferential rate can only be claimed in respect of such proportion of the finished article as can be shown to correspond to the proportion of Empire-grown dutiable material used in its manufacture. This limitation may also be extended by the Board of Trade to other articles which are found to a considerable extent to be manufactured in the Empire from materials which are not produced in the Empire.

DUTIABLE ARTICLES CONSIDERED AS MANUFACTURED ARTICLES UNDER THE PREFERENCE.

The dutiable articles which for the purpose of charging the preferential rate are considered as manufactured articles are:—

Refined sugar.
 Manufactured goods containing sugar or cocoa.
 " " " spirits, e.g. pomades, varnishes, dyes, etc.
 Glucose.
 Syrup, molasses and other extracts of sugar.
 Saccharin.
 Manufactured tobacco.
 Cinematograph films.
 Motor cars, parts, accessories, etc.
 Musical instruments, parts, accessories, etc.
 Clocks, watches, etc.

All other goods will be regarded as growth or produce. The term refined sugar means sugar which has passed through a refinery.

GOODS IN BOND.

As regards goods already in bond before September 1, or which left the point of origin before public intimation was made of the requirement of certificates of origin, no hard and fast rule can be laid down. In the case of bonded goods the Board of Customs and Excise will to a great extent rely on the particulars of consignment and origin as recorded in the official account and so far as is practicable they will apply the same test to blends of Empire and non-Empire goods. In the case of such blends duty will be charged at preferential rates on the proportion of Empire goods shown to be contained therein. In the case of imports which left the point of origin before the requirement of a certificate of origin was known the collector will be prepared to consider invoices, bills of lading, etc., and any other evidence which the importer may be able to produce. It must, however, be borne in mind that the onus of proof in all cases rests by law with the importer.

A more detailed statement will shortly be published in the *Board of Trade Journal*, and will be available in pamphlet form at all custom houses and offices of collectors of customs and excise in the United Kingdom. Arrangements are being made for distribution overseas.

In the case of post parcels arriving from a part of the Empire, if the contents are not merchandise for sale and do not exceed £10 in value, the following short form of certificate will, in the absence of ground for suspicion, be accepted as satisfactory evidence of origin for charging the preferential rate of duty:—

The contents of this package are not merchandise for sale, and every dutiable article herein is the growth or produce, or, if a manufactured article, is to the extent of at least one-fourth of its present value *bona fide* the manufacture of (empire country of origin).

All other post parcels will be subject to the ordinary rules of evidence of origin applicable to merchandise generally as set out in the earlier part of this notice.

Custom House, London, August 7, 1919.

D.

FORM OF CERTIFICATE OF ORIGIN OF GOODS IN RESPECT OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE IMPERIAL CUSTOMS TARIFF AS BEING THE GROWTH OR PRODUCE OF THE BRITISH EMPIRE.

Ihereby certify that I am (1) ... of.....the (2)of the articles included in this certificate (and that I am duly authorized to make and sign this certificate on behalf of the said.....)

I have the means of knowing and I do hereby certify that the merchandise designated below is of (3).....growth or produce (4) (which merchandise is to be shipped to (5).... via (6).....consigned tomerchant at (7).....

Port of Shipment.....)

¹ Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.

² Insert the word grower, producer, or supplier, as the case may be.

³ Country of origin.

⁴ The words in brackets may be omitted when the grower, producer or supplier is not the actual exporter, provided that in such a case the exporter gives the supplementary certificate endorsed hereon.

⁵ Port of ultimate destination.

⁶ Delete in case of goods shipped direct.

⁷ Address.

Number and description of packages.	Marks and Numbers.	Weight or Quantity.	Total Value.	Contents.	(8) Name of Grower or Producer:

8 To be filled up when the certificate is not given by the actual grower or producer.

.....Signature.

Dated at thisday of 19 .

Back of Certificate D.

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE EXPORTER IS NOT ALSO THE GROWER, PRODUCER OR SUPPLIER OF THE GOODS ABOVE SPECIFIED.

To be endorsed on the main certificate.

Ihereby certify that I am (1)of.....the exporter(s) of the merchandise specified in the foregoing certificate, (and that I am duly authorized to make and sign this certificate on behalf of the said.....)

I have the means of knowing and I do hereby certify that the merchandise referred to is of (2)growth or produce (3) and that such merchandise is to be shipped to (4)via (5)consigned toat (6)

Port of shipment.....

.....Signature.

Dated at thisday of19 .

1 Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.

2 Country of origin.

3 Delete inappropriate word.

4 Port of ultimate destination.

5 Delete in case of goods shipped direct.

6 Address.

E.

FORM OF CERTIFICATE OF ORIGIN FOR GOODS IN RESPECT OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE IMPERIAL CUSTOMS TARIFF AS BEING THE MANUFACTURE OF THE BRITISH EMPIRE.

Ihereby certify that I am (1)of.....the manufacturer(s) of the articles included in this certificate (and that I am duly authorized to make and sign this certificate on behalf of the said manufacturer(s).

I have the means of knowing and I do hereby certify that the merchandise designated below is of (2)manufacture (3) (which merchandise is to be shipped to (4)via (5)consigned tomerchant at (6)). Further I have the means of knowing and I do hereby certify that of the total value of each and every manufactured article covered by this certificate in its finished condition not less than 25 per cent is the result of labour within the British Empire the proportion being calculated in accordance with the regulations (7) appearing on the back of this certificate.

3 (Port of Shipment.....)

1 Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.

2 Country of manufacture.

3 The words in brackets may be omitted where the manufacturer is not the actual exporter, provided that in such a case the exporter gives the supplementary certificate endorsed hereon.

4 Port of ultimate destination.

5 Delete in the case of goods shipped direct.

6 Address.

7 For regulations see back hereof.

Number and description of packages.	Marks and Numbers.	Weight or Quantity.	Total Value.	Contents.

.....Signature.

Dated at thisday of 19 ..

Back of Certificate E.

REGULATIONS REFERRED TO IN THE CERTIFICATE ON THE FACE HEREOF.

Where a number of separate articles are included in one parcel or shipment each and every article shall be considered separately for the purpose of calculating the proportion of value due to labour within the Empire.

For the purposes of these regulations the total value of an article shall be its cost to the manufacturer at the factory or works and shall include the value of containers and other forms of interior packing ordinarily sold with the article when it is sold retail, but shall not include the manufacturer's or exporter's profit or the cost of exterior packing, carriage to port and other charges incidental to the export of the goods subsequent to their manufacture.

In calculating the proportion of value which is the result of labour within the British Empire there may be included under the head of labour the cost to the manufacturer of any materials of purely Empire origin entering into the composition of the article (including the interior packing specified in the foregoing paragraph), the cost of manufacture, including wages, proportion of fuel, supervision and other factory expenses, and the cost of the labour of packing for retail sale.

The following may not be included in the proportion of value which is the result of Empire labour, namely, any materials or interior packings not entirely of Empire origin, manufacturer's profit or the profit or remuneration of any trader, agent, broker or other person dealing in the article in its finished condition, the expenses of placing the goods in outside packages for export and the cost of such packages, transportation charges, insurance and any other charges for services after the goods leave the place of production or manufacture.

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE EXPORTER IS NOT ALSO THE MANUFACTURER OF THE GOODS ABOVE SPECIFIED.

To be endorsed on the main certificate.

Ihereby certify that I am (1)of.....the exporters of the merchandise specified in the foregoing certificate, and that I am duly authorized to make and sign this certificate on behalf of the said.....

I have the means of knowing and I do hereby certify that the merchandise referred to is of (2)manufacture and that such merchandise is to be shipped to (3) .. via (4)consigned toat (5) ..

Port of shipment.....Signature.

Dated at thisday of19 ..

¹ Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be.

² Country of manufacture.

³ Port of ultimate destination.

⁴ Delete in the case of goods shipped direct. .

⁵ Address.

F.

FORM OF CERTIFICATE OF ORIGIN FOR MANUFACTURED GOODS IN RESPECT OF WHICH A REDUC-
TION OF DUTY IS CLAIMED UNDER THE IMPERIAL CUSTOMS TARIFF, ONLY IN RESPECT OF
THE PROPORTION OF DUTIABLE MATERIALS OF EMPIRE ORIGIN WHICH HAVE ENTERED
INTO THEIR MANUFACTURE, I.E., MANUFACTURED TOBACCO, REFINED SUGAR, SYRUP,
MOLASSES AND OTHER EXTRACTS OF SUGAR.

I.....hereby certify that I am (1).....of.....the (2)
.....of the articles included in this certificate, that I am employed by them in
their (3).....at.....and that I am duly authorized to make and sign
this certificate on behalf of the said.....

I have the means of knowing, and I do hereby certify, in respect of the merchandise desig-
nated in the schedule below, which merchandise is of (4).....manufacture or refining (5)

(6) (and is to be shipped to (7).....via (8).....consigned
to.....merchant at (9).....) that of its total value in its finished
condition not less than 5 per cent is the result of labour within the British Empire, the propor-
tion being calculated in accordance with the regulations (10) appearing on the back of this
certificate. Also that there has entered into the manufacture of such merchandise dutiable
material of Empire origin to the extent therein specified.

(6) Name and address of exporter.....
Port of shipment.....

¹ Insert the word partner, manager, chief clerk or principal official, giving rank as the case
may be.

² Insert the word manufacturers or refiners as the case may be.

³ Insert the word factory or refinery as the case may be.

⁴ Country of manufacture.

⁵ Delete inappropriate word.

⁶ The words in brackets to be deleted where the information is not available.

⁷ Port of ultimate destination.

⁸ Delete in case of goods shipped direct.

⁹ Address.

¹⁰ For regulations, see back.

Number and description of packages.	Marks and Numbers.	Weight or Quantity.	Total Value.	Contents.	Dutiable materials of Empire origin used in manufacture.		
					Description.	Country or countries of origin.	Proportion of Empire dutiable materials to total dutiable materials.

.....Signature.

Dated at this day of 19 ..

Back of Certificate F.

REGULATIONS REFERRED TO IN THE CERTIFICATE ON THE FACE HEREOF.

Where a number of separate articles are included in one parcel or shipment
each and every article shall be considered separately for the purpose of calculating the
proportion of value due to labour within the Empire.

For the purposes of these regulations the total value of an article shall be its
cost to the manufacturer at the factory or works and shall include the value of
containers and other forms of interior packing ordinarily sold with the article when
it is sold retail, but shall not include the manufacturer's or exporter's profit or the
cost of exterior packing, carriage to port and other charges incidental to the export of
the goods subsequent to their manufacture.

In calculating the proportion of value which is the result of labour within the British Empire there may be included under the head of labour the cost to the manufacturer of any materials of purely Empire origin entering into the composition of the article (including the interior packing specified in the foregoing paragraph), the cost of manufacture including wages, proportion of fuel, supervision and other factory expenses, and the cost of the labour of packing for retail sale.

The following may not be included in the proportion of value which is the result of Empire labour, namely, any materials or interior packings not entirely of Empire origin, manufacturer's profit or the profit or remuneration of any trader, agent, broker or other person dealing in the article in its finished condition, the expenses of placing the goods in outside packages for export and the cost of such packages, transportation charges, insurance and any other charges for services after the goods leave the place of production or manufacture.

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE EXPORTER IS NOT ALSO THE MANUFACTURER OR REFINER OF THE GOODS ABOVE SPECIFIED.

To be endorsed on the main certificate.

I.....hereby certify that I am ⁽¹⁾.....of.....the exporters of the merchandise specified in the foregoing certificate, and that I am duly authorized to make and sign this certificate on behalf of the said.....

I have the means of knowing and I do hereby certify that the merchandise referred to is of ⁽²⁾.....manufacture or refining ⁽³⁾ and that such merchandise is to be shipped to ⁽⁴⁾.....via ⁽⁵⁾.....consigned to.....at ⁽⁶⁾.....

Port of shipment.....

.....Signature.

Dated at..... this.....day of.....19..

¹ Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be.

² Country of manufacture or refining as the case may be.

³ Delete inappropriate word.

⁴ Port of ultimate destination.

⁵ Delete in case of goods shipped direct.

⁶ Address.

IMPORTS INTO THE UNITED KINGDOM.

The Board of Trade announced on August 23 general license being issued authorizing import as from September 1 of all import prohibited goods except (1) that of key industries which includes coal tar derivatives, synthetic products, optical glass, scientific instruments and few other articles; and (2) any goods which through collapse of exchange can be imported from country of origin at price altogether below cost of production here. Parliamentary sanction of policy to be obtained and anti-dumping legislation to be enacted when parliament meets.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

B. S. Webb, Buenos Aires.. . . .	Now travelling in Ontario.
D. H. Ross, Melbourne.. . . .	Now travelling in Ontario.
W. A. Beddoe, Auckland.. . . .	Travelling in Ontario.
W. J. Egan.. . . .	Now in Montreal.
Harrison Watson, London.. . . .	Will arrive in Ottawa about September 21.
H. R. Poussette.. . . .	Will leave Canada in September on a trip to Oriental countries.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

THE NEGOTIATION OF FRENCH COMMERCIAL TREATIES.

(*Board of Trade Journal.*)

The French *Journal Officiel* for July 31, publishes the text of a law, dated July 29, fixing the conditions under which the Government is authorized to negotiate commercial treaties. The following is a translation of the law:—

Article 1 of the law of January 11, 1892,* is completed as follows:—

“The Government is authorized to negotiate with foreign countries, for an agreed period, concessions by way of reductions in the general tariff rates of duty, calculated as a percentage of the difference between the general tariff and the minimum tariff.

“The reductions granted under these conditions may, in exchange for reciprocal concessions, be put into force provisionally by decree of the Council of Ministers. In such cases the agreements concluded must be submitted to ratification by the chambers immediately if they be in session, or otherwise, at the beginning of the following session.”

The object of this law is stated to be to give the French Government freedom of action, within the limits of the rates of duty imposed under the “maximum” or “general” and the “minimum” tariff respectively, with regard to the concessions to be granted to foreign countries in return for definite concessions on their part. Hitherto the French Government, in concluding commercial agreements, have, as a rule, only been able to adopt one of the three following forms:—

1. The grant of the whole of the minimum tariff.
2. The grant of part only of minimum tariff, leaving the rest of the articles subject to the general tariff.
3. The application of the general tariff.

The new law is intended to give greater elasticity and to render it possible for the French Government to make concessions more nearly equivalent to the compensations obtained from the particular foreign country concerned. In the case of an article subject to a duty of 100 francs in the “general” tariff and of 50 francs in the “minimum” tariff, and in respect of which the Government had under the present law conceded, in a commercial agreement, a reduction of, say 50 per cent of the difference between the two tariffs, the rate of duty applicable would be 75 francs. By this method both the “general” and “minimum” tariffs, which had been sanctioned by Parliament will be continued in a complete form, and any increase or decrease of duty which might be made in those tariffs by Parliament will have its repercussion on agreements made by France with foreign countries.

The French Government have recently denounced their commercial conventions with foreign governments, which were based upon the most favoured nation principle; and in the forthcoming negotiations for the conclusion of new arrangements, the new law will, it is stated, give the French Government power to establish French commercial relations with each foreign country on a strict basis of reciprocity—that is, only to grant to each country certain tariff concessions in return for concessions which are considered to be of an equivalent value to French commerce.

* The second paragraph of Article I of the Law of January 11, 1892 (*i.e.*, the French Customs Tariff Law) at present reads: “The minimum tariff may be applied to goods the produce of countries where French goods enjoy corresponding privileges and to which goods the minimum tariff is applied.”

PROJECTED REVISION OF THE SPANISH TARIFF.

(*Board of Trade Journal.*)

The Spanish Law of the 20th March, 1906, prescribed that the rates of the Customs Tariff are to be revised every five years in order to accommodate them to changes that may have occurred in those intervals in the values of goods taken as the bases for determining the duties. In fulfilment of this prescription, a revision of the tariff was undertaken in 1911, and a revised tariff was enforced as from the 1st January, 1912. This tariff (save as regards some minor amendments of a provisional character which were introduced during the war) is still in force, since the measures with a view to a new revision, which were contemplated by the Royal Order of the 26th April, 1915, were not proceeded with owing to the special conditions, due to the war, which prevailed at that time.

The Spanish Government took steps last year to denounce certain commercial treaties (viz., those with Norway, the Netherlands, and Switzerland) by which the Spanish rates of duty on certain commodities were fixed for the duration of such treaties. Failing further prolongation, these treaties will expire on the 20th September next. Spain's other "Tariff" Treaty, that with Italy, had already been denounced by the Italian Government.

In these circumstances, the Spanish Government have requested the "Junta de Aranceles y Valoraciones" to proceed to frame proposals for a revision of the tariff, and have impressed upon that body the necessity of submitting their report at an early date for the consideration of the Government and for such action thereon as it may be decided to take.

NEW IMPORT REGULATIONS IN ITALY.

The following from the *Board of Trade Journal* is a translation (in part) of the Italian Royal Decree of the 24th July, published in the *Gazzetta Ufficiale* for the 31st July, respecting the new régime of import restrictions and should be read in conjunction with the report on the same subject by Trade Commissioner W. McL. Clarke, which appeared in *Weekly Bulletin* 812, page 372:—

Article 1.—Subject to the provisions of Article 2, goods of foreign origin or shipped from foreign countries, as also goods from the Italian colonies, may be freely imported into the Kingdom; the "Quinta Tecnica per gli Approvvigionamenti" established by the decree of the 26th May, 1918 (No. 684) is suppressed, and the provisions of the decree in question cease to be operative.

Article 2.—The importation into the Kingdom of goods, of foreign origin or coming from foreign countries, of the kinds specified in the annexed schedule "A" is prohibited, except as regards those destined directly for State departments or for the Consortia regularly constituted in accordance with article 3 of the decree of the 29th August, 1918, No. 1261.

The importation is also prohibited, on private account, of the goods specified in the annexed schedule "B," the provisioning of which is reserved for the State.

The exportation and the importation of the goods controlled by the State will form the subject of special regulations.

Article 3.—The schedules referred to in the preceding article may be modified by decree of the Minister of Finance issued in concert with the Ministers of the Treasury, Industry, Commerce, and Labour and Agriculture, and after consultation with the committee created by the Royal Decree of the 24th November, 1914, No. 1303.

Article 4.—The Minister of Finance after consultation with the committee referred to in the preceding article and also at the request of interested parties, may grant derogations from the import prohibitions, either of a general nature for certain kinds of goods coming from certain specified countries, or for global "contingents."

Article 7.—Infringements of the provisions of the present decree shall be punished with imprisonment for a period not exceeding three months and with a fine not exceeding 5,000 lire, in addition to the confiscation of the merchandise, which penalty shall be determined by decree of the Minister of Finance in consultation with the Minister of Justice.

Article 8.—The present decree will come into force on the day following its publication in *Gazzetta Ufficiale*.

SCHEDULE "A."

[The importation of the following goods is prohibited with the exception of those destined direct to State departments or *Consorti di Approvvigionamenti* (Consortia for Supplies)].

Mineral waters.	Worked sponges.
Spirits and liqueurs.	"Mercerie," including toys and cinematograph films (exposed).
Fruit in syrup.	Hats and caps of all kinds.
Mineral water salts.	Wines and vermouth.
Sulphite, bi-sulphite and metabisulphite of calcium, potash and sodium.	Essences and essential oils.
Acetone.	Chocolate.
Perfumery and perfumed soap.	Sulphate of copper.
Raw and combed hemp.	Compound medicaments.
Yarns, piece-goods and other manufactures of flax, hemp and jute.	Explosives.
Yarns, piece-goods and other manufactures of cotton.	Flax, jute and vegetable fibres, combed.
Yarns, piece-goods and other manufactures of wool and hair.	Wool, dyed, carded and shoddy.
Cork, raw and wholly or partly manufactured.	Artificial silk.
Ropes of esparto and similar fibres.	Piece-goods and other manufactures of silk.
Paper, cardboard, and manufactures thereof.	Furniture, frames and toys, implements, and other manufactures of wood not specified.
Gloves, saddles and other leather goods, excluding boots and shoes.	Furriers' wares.
Iron and steel, partly manufactured.	Copper cement.
Iron and steel sheets, zincd, tinned or lead-coated, etc.	Iron and steel rails and sleepers for railways.
Agricultural machinery and parts thereof.	Copper, brass and bronze, raw and partly manufactured.
Gold, partly or wholly manufactured.	Rifles, pistols and revolvers.
Gold watches.	Silver manufactures.
Railway carriages.	Tractors (<i>carri trattori</i>) and motor cars.
Sulphur.	Precious stones.
Glass manufactures, ground, cut, gilt or silvered.	Graphite manufactures.
Raisins.	Bananas and other fresh fruits.
Copra.	Linseed.
Ornamental feathers (raw and manufactured) and bed feathers.	Bladders and casings (salted).
	Worked human hair.
	Manufactures of coral, ivory, mother of pearl, tortoise shell, horn and hoof.
	Fans.
	Pianos.
	Umbrellas and fittings thereof.

SCHEDULE "B."

[The importation of the following goods is reserved to State departments]:—

Motor spirit, heavy mineral oil and petroleum.	Playing cards.
Coffee and coffee substitutes.	Quicksilver.
Sugar.	Electric incandescent lamps.
Tea.	Cereals, including rice, pulse, and flours thereof.
Tobacco.	Oats.
Saccharine.	Oilseeds.
Paraffin.	Meat (frozen, salted or tinned, and bacon).
Matches.	Condensed milk.

SHORTAGE OF HAY AND ROOTS IN THE UNITED KINGDOM.

TRADE COMMISSIONER HARRISON WATSON.

London, August 15, 1919.—The Board of Agriculture announces that the quantity of rain that fell during July in various parts of England and Wales was not sufficient to effect any great change in the prospects of the harvest, and although some small improvement was recorded up to the 1st August in the principal cereal crops, prospects for roots remain unfavourable.

Wheat is the best of the grain crops, but below the average, while barley has made the chief improvement, and oats show as poor a promise as a month ago. Harvesting is now general in the south, and the straw, more particularly barley and oats, is short.

Beans have deteriorated, but peas have come on. Potatoes still need rain, and while the crop is so far healthy the yield will be much below average.

While, exceptionally, some of the early sown turnips and swedes are fairly promising, roots generally have suffered badly from the drought and show indifferent prospects. As this is combined with a very light crop of hay, there is a certainty of deficiencies of these cattle feeds during the coming winter, and this office is already receiving important inquiries as to the possibilities of securing ample supplies of hay from Canada.

As pastures generally are very bare, live stock has not been doing very well.

The monthly report of the Board of Agriculture states that some farmers are putting in rape, mustard, or similar forage, as a supplementary feeding crop, but this action is interfered with by the hardness of the ground.

Hops indicate a further improvement, and the hot weather of the past fortnight should be still more beneficial.

Prospects for both apples and pears have also considerably improved, and the yield in many parts of the country should be above the average.

Summarizing the returns upon the basis of an average crop by 100, the Board of Agriculture reported that the appearance of the crops on 1st August indicated the following probable yields per acre: wheat, 92; barley, 86; oats, 80; beans, 90; peas, 91; potatoes, 91; mangolds, 77; seeds' hay, 80; meadow hay, 73; hops, 104.

MARKET FOR PITWOOD IN SOUTH WALES.

TRADE COMMISSIONER NORMAN D. JOHNSTON.

PRINCIPAL SOURCES OF SUPPLY.

Bristol, July 31, 1919.—The principal sources of supply for pitwood previous to the war, when the total importation into the United Kingdom amounted to almost three and a half million loads, were Russia, France, Sweden, Portugal, Norway and Spain. During the war supplies from Russia declined from 1,538,714 loads in 1913 to 55,304 loads in 1917, from Sweden 359,988 loads in 1913 to 76,253 loads in 1917, from Portugal 315,538 to 74,814 loads, from Norway 114,777 to 81,273 loads, and from Spain 103,123 to 961 loads during the same period. France maintained the best position in this trade, and from 1914 to 1917 was the largest supplier to this market, her exports of pitwood to Great Britain being 984,331 loads in 1913 and 706,263 loads in 1917.

In 1913 practically no pitwood was imported from Canada or Newfoundland. On the advent of war when supplies were curtailed from the accustomed sources importers began to get some of their requirements across the Atlantic, and this trade showed signs of greatly increasing, the imports from Canada in 1915 and 1916 being 12,383 loads and 21,545 loads respectively, and from Newfoundland 86,404 loads and 81,148

loads during these two years respectively, but principally on account of the shortage of freight space the imports from Canada in 1917 declined to 1,280 loads and from Newfoundland to nil.

POSITION OF THE MARKET IN SOUTH WALES.

In South Wales very large quantities of pitwood or pitprops are used, and if Canada can compete with other countries importers are very desirous of doing business. It remains to be seen when conditions become normal whether Canadians will be able to sell their pitwood in South Wales as cheaply as those countries whose proximity gives them an advantage in shipping. A good deal of attention has also been given to home supplies of pitwood from their own forests, but transportation has been difficult.

SIZES AND KINDS IN DEMAND.

In order to give an idea of the sizes in demand, one firm in South Wales is desirous of having a cargo 75 per cent $6\frac{1}{2}$ feet lengths, $2\frac{1}{2}$ inches to $5\frac{1}{2}$ inches top, and 25 per cent 9 feet lengths, 3 inches to 7 inches top.

Another concern mentions lengths from $6\frac{1}{2}$ feet to 9 feet, which are the sizes they usually import from France and Spain.

A third firm requires pitprops in $6\frac{1}{2}$ feet lengths, with diameters of 4 inches minimum at tops and up to 7 inches maximum, and in 9 feet lengths with diameters of 5 inches minimum at tops up to 10 inches maximum.

A fourth house states that the cargoes they desire should consist of about 50 per cent $6\frac{1}{2}$ feet lengths, $3\frac{1}{2}$ inches to 7 inches diameter at the small end, and 50 per cent 9 feet lengths $4\frac{1}{2}$ inches to 10 inches diameter at the small end.

It will therefore be seen that all of these specifications vary only slightly and can very well be taken as indicative of the sizes required in South Wales.

The inquiries which have been received at this office from Canadian firms wishing to sell pitwood have been mostly of spruce and fir. Although spruce is used, firwood is preferable as collieries do not seem to care for spruce, it being stated that as spruce is brittle by nature it gives no warning when subjected to a sudden squeeze.

PRICES.

The trade in pitwood is at present partially under Government control, and the Coal Controller has placed a maximum price for pitprops to the collieries. The maximum price at which firwood is allowed to be sold on this market is 65s. per ton ex ship Cardiff. If Canadians could deliver c.i.f. Bristol Channel ports at about 55s. to 60s. per ton on delivered weights a good trade could probably be done. The Government is taking a great many of the ships that are available for this trade to bring sawn woods to this country, and with the high freight rates now ruling it is more difficult to do a trade. The present ruling price for French pitwood is 65s. per ton net f.o.b. Bristol channel.

One firm has a buyer who would probably be willing to send out their own vessel for a cargo of about 2,000 cords fresh cut spruce props of the specification first mentioned in the above paragraph on the sizes in demand if they could obtain a quotation of about \$10 per cord loaded and stowed free of cost in the steamer. The importer's remuneration in the event of business would be $2\frac{1}{2}$ per cent payable by the shippers.

A great many Canadian firms quote a price per cord f.o.b. Canadian port. This is very unsatisfactory, as all business is done at a price per ton and quotations are received from other countries at a price per English ton of 20 cwt. (1 cwt.=112 pounds) c.i.f. Bristol Channel port, and Canadians who wish to do a business should quote in this manner as it is practically impossible to ascertain the freight rates on this side. It is necessary that the importer should know the landed costs in order to compare Canadian prices with those from other countries.

In making quotations it should also be stated whether the wood is stripped of the bark or not and whether the weight would be free from bark.

IMPORTERS.

In case Canadian firms would like to communicate with concerns in South Wales, a list of firms desiring to do business with Canada in pitwood has been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. (Refer File No. 22307.)

If any further information is desired this office will be pleased to give all possible assistance.

FISCAL AND TRADE NOTES FROM AUSTRALIA.

ACTING TRADE COMMISSIONER C. HARTLETT.

Australian Finances.

Melbourne, August 5, 1919.—A statement of the Commonwealth receipts and expenditures for the financial year ended June 30, 1919, has been issued by the Acting Prime Minister.

The ordinary receipts for the year, inclusive of the sum of £3,925,820 brought forward from the previous year for the payment of old-age pensions, amounting to £48,567,005 and the expenditure of £44,973,959, leaving a balance of £3,593,046 to carry forward on general revenue account towards the needs of the present year. The expenditure on ordinary services amounted to £22,998,152, and the difference between that and the total disbursements was paid out in war services which, with £62,467,776 paid from the loan fund, amounted to £83,633,271 as against £66,958,360 in 1917-18.

The revenue derived from customs was £17,406,140—the largest yet received from that source. The war postage tax of one half-penny on each piece of mail matter produced about £500,000 additional and brought the total postage receipts to £6,574,890 as against £5,762,190 in the previous year. The income tax produced considerably more than was anticipated, the receipts therefrom being £10,383,093, or £2,997,579 more than in 1917-18.

The land tax receipts were £2,009,505, or £24,000 less than the previous year, and £180,000 below the estimate. The war-time profits tax and the entertainment tax also failed to realize expectations, the receipts being £1,211,417 and £363,623, respectively, where amounts of £1,800,000 and £480,000 were anticipated. The surplus earnings of the Commonwealth Government line of steamers are given as £1,020,000 in comparison with £880,000 in 1917-18, and those on detained enemy vessels aggregated £1,686,683.

Interest and sinking fund on war loans was £11,278,383. War pension payments aggregated £4,832,800, and repatriation expenses £1,225,000. The amount raised by loan during the year was £57,772,037, which, with £23,500,774 brought forward on loan account from last year, and £21,165,495 taken from general revenue, enabled the cost of the war for the year (£83,633,271) to be paid and £18,805,035 carried forward on loan account to 1919-20.

New Australian War Loan.

The Acting Treasurer of the Commonwealth has announced in the House of Representatives that another loan of £25,000,000 will be floated in September next for war expenses and repatriation. This loan is to be known as "The Peace Loan," and will mature on December 15, 1927. War loan expenditure for the year ending June 30, 1920, is estimated at £52,000,000, but on June 30, 1919, the Treasurer held war loan moneys amounting to £19,000,000, and the present loan is to go towards making up the difference.

The nominal rate of interest on the loan is to be 5 per cent per annum, but a bonus, to be given with the first interest payment, will bring the rate up to 5½ per cent per annum on the average for the whole period of the loan. As in previous 5 per cent loans, interest is to be subject to Commonwealth taxation, but would be free

of State income tax. Subscriptions may either be paid in full or by instalments spread over six months.

The loan is to be offered to the public for voluntary subscription, but if the full amount is not obtained by that means compulsion is to be imposed. In the event of compulsion those who hold no stocks or bonds in previous loans will be the first to be called upon for subscriptions, and will be subject to a severe penalty and still be required to subscribe to the loan. Persons whose taxable income is £250 per annum or less will not be compelled to subscribe, nor will those who have served with the naval or military forces during the war so far as their incomes from personal exertion are concerned. An appeal board is to be constituted to consider objections by persons from whom subscriptions are demanded, and the board will take into consideration the amount, if any, invested by the objector in previous war loans or certificates.

For those who have not the ready money to invest in the loan, the Government has arranged that facilities will be provided by the banks whereby advances at the rate of 4 per cent per annum may be obtained provided that there is a reasonable prospect of repaying the money within eighteen months. Under this arrangement the banks will advance up to 90 per cent of the bonds subscribed for, and will not ask for any security other than that of the bonds themselves.

On March 31, 1919, the Australian Government had raised by seven internal loans for war purposes the sum of £188,432,040, and £5,413,681 by the sale of war-saving certificates. To this must be added the sum of £49,082,059 by way of loan from the British Government and £38,345,000 indebtedness to the same Government for the maintenance of Australian troops abroad, making a grand total of £281,272,780 obtained for war purposes. Of this huge amount of war debt which is still being added to and must be carried by a small population of five millions of people, £3,263,150 has been cancelled by the Government purchasing bonds in the open market for the purpose of stabilizing prices and by the repurchase of £305,119 worth of war-saving certificates.

Australian Government-Owned Vessels.

The Australian Government has recently signed a contract with two British companies for the building of five steel vessels of 12,000 tons dead-weight, 900,000 cubic feet, of which 370,000 feet is to be insulated. The length of these vessels will be 520 feet by 68 feet beam, and are to have a speed of 15 knots. They are to burn oil fuel or alternatively coal fuel as required. The approximate cost is £2,000,000 or £400,000 each.

Since the beginning of the war the Commonwealth Government has spent over £10,000,000 in the acquisition of vessels for Australian requirements, the amount being made up of the following items:—

Purchase of original fleet of fifteen vessels in 1916.	£ 2,000,000
Fourteen wooden vessels ordered in America (approximately)	1,000,000
Six steel vessels (5,500 tons), being built in Australia.	900,000
Fourteen other steel vessels (5,500 tons), contracted for in Australia.	2,170,000
Two wooden vessels being built by Messrs. Kidman and Mayo. . . .	135,000
Four steel vessels (12,800 tons), contracted for in Australia. . . .	1,692,000
Five steel vessels (12,000 tons), contracted for in Great Britain (approximately)	2,000,000
Compensation paid for cancellation of contracts for sixteen wooden vessels in Australia.	180,000
Total.	<u>£10,077,000</u>

According to a statement made in the House of Representatives by the Acting Minister for the Navy, seven of the fourteen wooden vessels contracted for in the United States have been delivered, and two more are expected to be delivered within a month or two. With regard to the remaining five vessels, it is stated that an alteration in the motive power was decided upon and arrangements made for the substitution of Diesel engines in place of steam engines originally provided for. Two of these vessels are expected to be delivered this month, another to be delivered the latter part

of September, and the delivery of the other two is said to be indefinite owing to strikes having taken place in the yards. As these American wooden vessels have not turned out satisfactory, owing to their slowness of steaming and large expense entailed shortly after construction in repairs and alterations, the Government cancelled all contracts for similar vessels to be built in Australia with the exception of two five-masted schooners being built by Messrs. Kidman and Mayo at Sydney.

Three of the first six steel vessels contracted for in Australia have been launched, one is ready for launching, and another would also have been ready for launching but for strike delays.

A second programme of construction in Australia consisting of fourteen steel vessels has been commenced. These vessels are described as of shelter-deck type, 331 feet B.P., 48 feet in breadth by 33 feet 7 inches in depth, moulded to shelter deck. They will carry about 6,000 tons deadweight on 23 feet 8½ inches draught, and have a total capacity of about 338,000 cubic feet. The boilers will be suitable for either oil or coal as might be considered desirable. Work has been commenced on three of these vessels, which will cost approximately £155,000 each, and it is anticipated that six of the fourteen will be completed in eighteen months, another six in two years, and the other two in two and a half years.

Negotiations are stated to have been completed for the third series of steel vessels to be built in Australia, consisting of four larger vessels, with the option of two more, the dimensions being 520 feet over all length, breadth 62 feet 3 inches, and depth moulded 45 feet. These vessels are of the shelter-deck type, with a long bridge and forecastle above the shelter deck, and three complete decks laid. It is estimated that they will carry about 12,800 tons deadweight on a load draught of 30 feet. Twinscrew quadruple engines, with cylinders 23½-inch, 34-inch, 48-inch, and 73-inch, and stroke 51-inch, will be fitted and steam will be generated by an ample installation of water-tube or Scotch boilers. The machinery will develop 7,300 horse-power, with a speed of 15 knots, under trial conditions, the speed at sea over a long voyage being 13 knots, fully loaded. About 250,000 cubic feet of insulated space for the carriage of frozen meat or chilled produce will be provided. The total cubic capacity of each vessel, including insulated spaces, will be about 700,000 cubic feet. Liberal accommodation will be provided for officers and crew. The cargo arrangements will be of the most modern and up-to-date description, and will enable rapid handling of the cargo. Arrangements will also be made for the carriage of oil fuel, and the boilers will be suitable for burning either oil or coal.

The cost will be £423,000 per vessel, or for the four £1,692,000. It is anticipated that two of these vessels will be in commission in two years, to be followed by a further two at intervals of six months.

Sales of Australian Sheepskins to British Government.

An interesting table has been compiled by the Central Wool Committee showing that the number of Australian sheepskins it has purchased on behalf of the British Government during the past three seasons amounts to 10,320,578, valued at £3,133,189.

The number and value of the skins purchased in each state is as follows:—

State—	No. of Skins.	Value.
Victoria	4,364,624	£1,344,983
New South Wales	2,211,458	609,113
Queensland	373,877	117,212
South Australia	2,068,271	671,460
Western Australia	1,302,348	390,414

It is further stated that in 1913, when 14,684,573 sheep were slaughtered in Australia, the number of sheepskins exported from the Commonwealth was 10,948,232. During the season 1917-18 the sheep slaughtered numbered 8,050,030, and the number of skins exported totalled 2,172,176. Comparative figures for the season 1918-19 are not available.

THE COPRA INDUSTRY OF THE WEST INDIES.

L. M. B. MEYERS, ASSISTANT TO THE CANADIAN TRADE COMMISSIONER.

Barbados, August 14, 1919.—The copra industry in the West Indies might be said to be in its initial stage, except perhaps in Jamaica, Trinidad, and British Guiana, but even in those colonies it is capable of far greater development than it has hitherto attained.

During the war there was a great demand for copra, owing to the shortage and increased demand for animal and vegetable fats, which gave the industry a new impetus. Greater attention has therefore been given to it in most of the cocoanut-growing islands and the colony of British Guiana, and it is generally considered that the future of the industry bids fair to be promising.

In his annual report on the trade of Jamaica for 1917-18, the Acting Colonial Secretary stated that "The copra industry was extended during the year and that drying plants are being erected in ever increasing numbers in cocoanut districts. Allowing for nuts converted into copra, the exports of cocoanuts amounted to 30,000,000 nuts, and but for the hurricane, a remarkable progress of the industry would have been established. Large numbers of young trees," he states, "were then coming into bearing, and with average good fortune, the exports of the industry should show a progressive increase for the next ten years."

Special mention of the industry was also made by the Colonial Secretary of Trinidad and Tobago in his annual report on the trade of those colonies for 1917. He states that "the cocoanut industry has now quite recovered from the droughts which affected it in former years, and though the number of nuts exported in 1917 was 1,253,925 less than in 1916, this was more than compensated for by an increase in the exports of copra, which rose from 3,339,848 pounds in 1916 to 7,201,448 pounds in 1917," which he states "is equal to about 18,000,000 nuts."

In the annual report on the trade of British Guiana for 1918, the Comptroller of Customs also made special mention of the cocoanut industry as one of the sources of increased revenue of the colony, and stated that, owing to the increased demand for cocoanut oil and copra, there was a large increase in the output, the increase in the latter being 109,798 pounds. Two-thirds of the total yield of copra for 1918 was exported to the United States, while one-third went to the United Kingdom.

In a recent issue of the *Agricultural News*—the journal of the Imperial Department of Agriculture—the writer of an article on "Cocoanut Fibre Factories," states, *inter alia*, that the copra-crushing industry is to be encouraged, and that the Imperial Commissioner of Agriculture has recently been giving some attention to this matter by making a preliminary trial with the Anderson oil expeller machine of copra, and that the results appear to be promising. While on this point, it might be of interest to note that the total output of cocoanut oil in British Guiana in 1916 was 17,948 gallons and the value \$16.523, while in 1917 the total output was 26,674 gallons and the value \$28,652.

It is estimated that Trinidad produces annually about 140,000 gallons of oil for the consumption of the local population. The export is small. The amount of oil produced depends in great measure on the relative price of copra. When the export price of copra offers more profit than the manufacture of the same into oil, the owners naturally prefer to sell copra.

In addition to the figures given in the statement herewith attached, showing the export and value of copra in recent years, there is a very large export of cocoanuts from the various colonies which gives a correspondingly large margin for the further production of copra, should there be an increase in the demand and in price.

The following comparisons showing the rise in price of copra in 1916-18 may be of interest. In 1916 the total output of copra in British Guiana was 237,104 pounds

and the value \$10,012, while in 1917 the total output was 168,764 pounds and the value \$12,164. The total yield for the year 1918 was 278,532 pounds, and this realized the sum of \$20,801. These figures show that the price of copra almost doubled in 1918 as compared with 1916.

With respect to the relative oil content of copra, while there is no information to hand in regard to the various grades, yet it is of interest to know that in a recent report by Professor Harrison, the Director of the Department of Science and Agriculture of British Guiana, who is also the Government analyst, he stated that the general average content of oil was 2.5 gallons to every 100 ripe nuts, which I think can be taken as a fair and correct general average for commercial purposes.

Professor Copeland, in his work on the cocoanut, states that the best yield of copra is obtained when the nut is quite ripe, which occurs during the shrinkage of the nut. The means of knowing when the nut is ripe for copra is when the water splashes against the nut. The value of copra as an oil producer depends on its relative freeness from acidity.

With regard to the most favoured time for shipment, as far as I have been able to ascertain there is no special time of the year for shipping copra, as cocoanuts give their yield all the year round. It is generally considered, however, that cocoanuts give their best yield of copra during the dry season of the year, which differs in each island almost.

Attached hereto is a statement showing the quantity and value—with countries of destination—of the export of copra for the years 1914-18.

From information received a few days ago from the colony of Trinidad, I find that the total shipments of copra from there from January to June of the present year, amounted to 1,317,268 pounds, while the total amount to the same date in 1918 was 2,895,372 pounds. The total number of cocoanuts shipped from the colony from January to June, 1919, was 14,823,520.

Copra was quoted as remaining firm on June 30, at \$9 per 100 pounds.

STATEMENT SHOWING THE QUANTITY AND VALUE OF COPRA EXPORTED FROM THE BRITISH WEST INDIES DURING THE YEARS 1914-1917, AND 1918 IN PART.

Jamaica.

1914.		Quantity.			Value.		
			£	s.	d.		
United Kingdom . . . . .	..lb.	147,007	1,412	2	2		
United States.. . . .	"	36,523	244	15	2		
Total.. . . .			1,656	17	4		
1915.							
United Kingdom.. . . .	..lb.	477,547	4,865	5	7		
United States.. . . .	"	745,270	6,309	0	1		
Total.. . . .			11,174	5	8		
1916.							
United Kingdom.. . . .	..lb.	47,860	733	10	0		
United States.. . . .	"	1,107,496	11,221	19	11		
Canada.. . . .	"	6,975	84	13	9		
Total.. . . .			12,040	3	8		
1917.							
United Kingdom.. . . .	..lb.	1,384,244	17,522	0	0		
United States.. . . .	"	1,269,273	16,762	0	0		
Total.. . . .			34,284	0	0		

Trinidad.

1914.		Quantity.		Value.		
				£	s.	d.
United Kingdom . . . . .	..lb.	1,406,381		12,557	0	0
United States	"	839,773		6,881	0	0
Germany	"	112,000		1,120	0	0
Total				20,558	0	0
1915.						
United Kingdom . . . . .	..lb.	981,775		9,045	0	0
British North America	"	800		9	0	0
France	"	268,950		2,100	0	0
United States	"	2,735,206		25,081	0	0
Total				36,235	0	0
1916.						
United Kingdom . . . . .	..lb.	410,904		4,984	0	0
United States	"	2,928,944		40,739	0	0
				45,723	0	0
1917.						
United Kingdom . . . . .	..lb.	4,434,953		67,930	0	0
United States	"	2,762,015		1		
Italy	"	4,480		1		
		7,201,448		109,773	0	0

¹ Not available.*British Guiana.*

1914.		Quantity.		Value.	
United Kingdom . . . . .	..cwt.	1,691		\$ 8,442	
1915.					
United Kingdom . . . . .	..cwt.	1,619		8,689	
1916.					
United Kingdom . . . . .	..cwt.	1,993		9,225	
United States	"	124		787	
Total				\$2,117	
1917.					
United Kingdom . . . . .	..cwt.	1,314		\$10,233	
United States	"	193		1,931	
Total				\$12,164	
1918.					
United Kingdom . . . . .	..cwt.	881		\$ 7,686	
United States	"	1,606		13,115	
Total				\$20,801	

Windward Islands.

Grenada.

		1914.		Quantity.	Value.		
					£	s.	d.
United Kingdom..	313 cwt.	61 lb.		322	6	8	
United States..	8 "	84 "		10	0	0	
British West Indies..	8 "	28 "		3	9	2	
Total..					335	15	10
		1915.					
United Kingdom..	148 cwt.	0 lb.		154	0	0	
		1916.					
United Kingdom..	438 cwt.	2 lb.		*275	0	0	
* Destination not given.							
		1917.					
United Kingdom..	168 cwt.	1 qt.	27 oz.	157	4	7	
British West Indies..	144 "	0 "	0 "	87	10	0	
Total..					244	14	7

St. Lucia.

1914.				
United Kingdom..	cwt.	113	127	0 0
Barbados..	"	1	2	5 0
Trinidad..	"	28	46	16 8
Total..			176	1 8

	1915.				
Trinidad.. cwt.	137	121	0	0	

1916.

* Destination and value not available.

1917.
No available figures.

St. Vincent.

1914 and 1915.

No export of copra.

	1916.			
British West Indies.. . . . .lb.	1,389	7	0	0

1917.
No available figures.

Leeward Islands—Dominica.

1914 and 1915.

No export of copra.

	1916.				
United Kingdom.. . . .	lb.	3,301	52	0	0

1917.
No export of copra.

COMMERCIAL NOTES FROM NORWAY AND DENMARK.

COMMERCIAL AGENT C. E. SONTUM.

The Norwegian Paper and Wood-pulp Market.

Christiania, Norway, July 24, 1919.—The Norwegian trade paper *Farmand* says in a recent issue:—

Mechanical wood-pulp is very quiet, chiefly on 'account of the strike troubles anticipated in the British paper mills. Prices, however, continue firm and unchanged.

The market for chemical wood-pulp is dull with few inquiries. Several Norwegian sulphite and sulphate mills have closed down, preferring to do so rather than manufacture cellulose at unprofitable prices.

In an address to the Government the Norwegian Papermakers' Association states that, out of the ninety paper-making plants in this country at the present moment not more than fifty are running, and half of this number are working only for stock in order to keep the workpeople employed. In the immediate future a considerably greater number will have to be shut down.

The Wood Trade.

There are several orders in the market and prices show a rising tendency, but still a scarcity of tonnage makes itself felt in spite of the measures that have been taken, particularly from English quarters, with a view to bringing the rates down to a lower level, £33 per standard basis for planed goods c.i.f. Liverpool-Manchester has been paid, and even £33 10s. to £34 is offered for special specifications for prompt shipment to other West Coast ports. To the English East Coast (Hull) the price has been £31 15s. to £32, according to the nature of the specification. The scarcity of tonnage is further accentuated by labour difficulties.

The English market is still taking up the principal interest of the Norwegian exporters. France is at present in the market, chiefly for sawn goods from Sweden. Also there the prices are rising, but the greater part of the increase goes to the ship-owners. Whilst the price of 3 by 9-inch u/s pine c.i.f. northern France a couple of months ago was about 600 kroner (Swedish 'currency)—\$160 per standard—it is now exceeding that sum by about kroner 100—\$27.50. Belgium and Holland are at present without any greater activity, and the same applies to South Africa and Australia, although from the latter countries several large inquiries have come which, however, are rather to be considered as "feelers."

Nor are any greater sales reported in the props' market, and with the rates of freight now ruling the prices and terms offered at present are not very tempting. Prices vary from 300s. to 305s.—\$80 to \$81.33—per standard c.i.f. E.C.C.P., and in most cases the buyers even demand "custom measure," which, besides being an extra charge to the seller, will also as a rule give an unsatisfactory result.

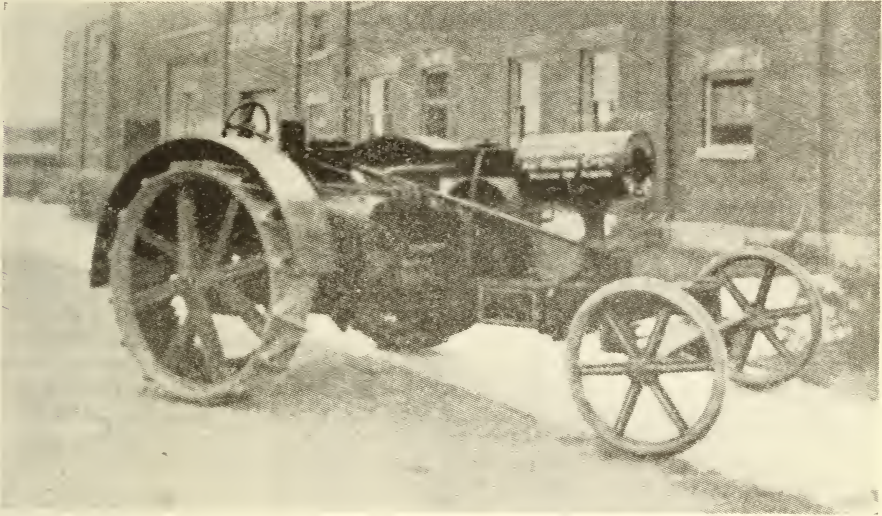
The home market for battens is at present influenced by the unsettled conditions ruling in the export market with regard to working expenses and prospects for shipment, and very few contracts are closed.

The Import of Horses to Norway.

Referring to my earlier report on this subject, in which I mentioned that import of horses to Norway was at that time prohibited, the Department of Agriculture has permitted the importation of horses from foreign countries since June 20, 1919.

A TRACTOR "MADE IN ALBERTA."

This illustration, which is taken from the August number of *Industrial Canada*, derives special interest from the fact that it shows one of the first "Canadian" tractors to be built in Medicine Hat by the Alberta Foundry and Machine Co., Limited.



The company have already produced several of these machines and they have stood up well under a stiff agricultural test. Production is being continued, but the output will depend on the ability of the company to obtain material.

BRAZILIAN MARKET FOR HOSIERY AND SNAP FASTENERS.

(*Consul Charles L. Hoover, Sao Paulo, in United States Commerce Reports.*)

There seems little chance of selling foreign-made snap fasteners in Sao Paulo, as the two factories which operate here turn out first-class goods at prices which, in connection with the customs duty, render it almost impossible for the foreign manufacturers to compete. Both of these factories were fortunate enough to secure in 1915 the services of men who had been trained at Prague and who were thoroughly expert in their line.

There is a limited market here for hosiery of certain grades for men and women. Common cotton hosiery, both full-fashioned and seamless, is manufactured here in quantity not only sufficient to supply the local demand but to leave a large margin for export. Three factories manufacture seamless silk hosiery, and the demand for this quality of goods is supplied by these mills. Therefore, about the only market that remains is for full-fashioned silk hosiery, and that market is naturally limited.

The duties prescribed on men's cotton socks is 3 milreis 200 reis per dozen for socks up to 20 centimetres (7.87 inches) in length of foot and 6 milreis per dozen pairs when the length of foot exceeds 20 centimetres. The duty on women's hosiery is 6 milreis 800 reis per dozen pairs for foot measurement up to 20 centimetres and 13 milreis per dozen pairs when the measurement is above 20 centimetres. A milreis for duty purposes is, roughly, 39 cents American currency, so that the above duties would be approximately \$1.25, \$2.34, \$2.65, and \$5.46. The duty on silk hosiery is 50 milreis per kilogramme, or nearly \$9 per pound.

FISH IMPORTS INTO FRANCE.

The following table, sent by the Hon. Philippe Roy, Commissioner General for Canada in Paris, shows the fish importations into France for the years 1913 to 1918 (quantities reduced to metric quintals, net weight).

Producing Country.						
Description of Goods—	1913.	1914.	1915.	1916.	1917.	1918.
Fresh-water fish—Salmonidae—						
Russia . . . . .	.....	.....	1,449	1,778	.....	—
Great Britain	5,986	3,758	382	.....	.....	—
Germany	854	329	.....	.....	.....	—
Netherlands	7,025	8,140	19	.....	.....	—
Switzerland	527	313	313	145	26	—
Spain . . . . .	.....	.....	.....	.....	12	12
China . . . . .	.....	819	147	.....	.....	—
Canada	475	315	51	85	251	—
Other foreign countries..	294	171	17	71	18	—
Total.. . . .	15,162	10,645	2,378	2,079	307	12
Fish: Canned, cured or otherwise prepared—Other than sardines—						
Norway	1,188	292	523	409	1,526	190
Great Britain	3,655	5,992	19,468	41,182	17,028	4,578
Germany	938	564	.....	.....	.....	—
Netherlands	823	257	350	.....	.....	—
Portugal . . . . .	.....	256	13,211	8,771	6,034	3,113
Spain	1,079	1,700	7,923	12,877	11,726	5,019
Italy	1,869	1,113	1,775	2,536	751	43
Morocco . . . . .	.....	520	288	491	.....	223
Japan	2,968	3,373	.....	.....	546	4,701
United States . . . . .	.....	.....	.....	.....	35,078	56,604
Canada	700	8,856	2,506	4,356	7,770	27,944
Other foreign countries..	1,071	559	116	423	8	111
Total.. . . .	14,291	23,482	46,145	71,045	80,467	102,526
Lobsters and sea-craw-fish—Canned or prepared—						
Great Britain	8,568	6,591	17,667	24,661	12,890	9,973
Portugal . . . . .	.....	.....	.....	.....	332	92
Japan	171	156	1,025	1,897	1,372	72
United States . . . . .	.....	.....	403	1,126	4,833	1,995
Canada	10,786	5,085	15,062	5,047	7,318	3,518
Other countries	115	61	68	120	83	1,296*
Total.. . . .	19,640	11,893	34,225	32,851	26,828	16,906

* 892 coming from Italy.

THE IMPORTATION OF CONDENSED MILK INTO ITALY.

Writing under date June 16, 1919, on prospects for importation of Canadian condensed milk into Italy, Trade Commissioner W. McL. Clarke says:—

Condensed milk is made in Italy in no small quantities in normal times and a relatively large export trade had developed. Whereas Italy imported normally about 5,000 quintals per year, four-fifths of which was sweetened and of Swiss origin, she exported about 45,000 quintals at a value of 5,000,000 lire.

The situation during the past year, however, has been extremely abnormal and very large imports were necessitated. Approximately 90 per cent of these were of United States origin. This importation was rendered necessary by the alarming scarcity of milk during 1918, which became very acute during the fall and winter months. Prices for condensed milk became fantastic, as medium grades were retailing at 4 and 5 lire per ordinary sized tin (76 to 95 cents at par exchange), and the better qualities for 7 and 8 lire (i.e. \$1.33 to \$1.52). Natural milk is fortunately now

much more plentiful, and the price of condensed milk has accordingly dropped, which is due not only to the fact that the Italians prefer the natural milk, and there is therefore less demand, but also to the fact that stocks which had been held for speculation purposes were forced on a market of decreasing demand.

At the present time the importation of condensed milk into Italy is under the direction of an interministerial committee, or in other words assumed by the Government, and therefore cannot be imported by private firms. This measure, however, it may be safely said, is only of a temporary character.

PRESENT TRADE SITUATION IN SIBERIA.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, July 22, 1919.—The outstanding feature of the present trade situation is the rapid depreciation in the value of the rouble during the course of the past two weeks, preceding as it has been by a steady decline since the month of April. The recent reverses suffered by the Siberian armies at the front have reacted unfavourably upon the course of the exchanges. Although the exchange market is in a chaotic condition and the banks are refusing to sell foreign exchange, transactions are taking place on the street with the rouble quoted at 1½ cent and less. The banks are overloaded with drafts in foreign currency, which importers are unable to meet to pay for their purchase abroad, owing to the difficulties in obtaining foreign exchange.

LARGE ISSUE OF PAPER MONEY.

While political reasons may be assigned to the recent drop in the value of the rouble on the exchange markets, the underlying cause of the recent depreciation must be looked for in the overissue of inconvertible paper money by the Government. In order to carry on the war against the Bolsheviki the Government has been compelled to resort to the issue of paper money as the only means wherewith to secure the necessary funds to finance its operations. According to the most recent statement published by the Ministry of Finance, the following is the quantity of Siberian Government notes issued to June 16, 1919:—

	Roubles.
Five per cent Government bonds.	6,451,498,000
Treasury notes of ten and five roubles denomination.	87,575,000
Local notes and bonds.	575,441,000
Ordinary notes in circulation, including those issued for the redemption of Kerenskies to the amount of 3,483,323,000 roubles.	4,342,928,000
Total.	11,457,442,000

In addition to the notes and bonds of the Omsk Government there are also in circulation coupons and bonds of Russian Government loans issued during the Imperial and Kerensky regimes; Kerensky notes of 250 and 1,000 roubles denominations; and a limited quantity of old Imperial notes. The working of Gresham's law has resulted in the new issues of the Siberian Government driving out of ordinary circulation the older issues. The need for money of small denominations keeps in circulation a proportion of these older issues, but old money of large denomination may be said to have virtually disappeared from ordinary circulation. Certain foreign banks refuse to sell foreign exchange for "yellow" money, which is the term applied to the notes and bonds of the Siberian Government, and demand "green money," i.e., the 250 and 1,000 rouble notes of the Kerensky regime. The result is that on the street "yellow" money is quoted at a discount compared with "green" money amounting up to 50 per cent and even more since the recent drop in the value of the rouble. Old Imperial money is bought and sold at a premium of 100 per cent and

up as compared with Siberian. The Omsk Government was successful in its redemption of the 20 and 40 rouble notes of the Kereusky regime during the month of May, but it has not attempted to redeem the larger denominations, since not being printed by the Bolsheviks the necessity for their redemption was not considered so pressing.

REGULATION OF IMPORTS.

The fall in the exchange value of the rouble has resulted in measures being advocated for curtailing the importation of goods from abroad, thereby lessening the demand for foreign exchange. The complete closing of the frontiers has even been discussed, but the director of the committee controlling foreign trade stated in a recent interview that it was improbable that such a drastic step would be taken. The importation of articles of luxury is forbidden at the present time in accordance with regulations passed by the old Russian Government on November 25, 1916. A general revision and enlargement of the list of goods prohibited to be imported into the country will probably be adopted by the authorities as the most effective measure for restricting the purchase of foreign supplies.

LARGE STORES AT VLADIVOSTOK.

A further reason for the limitation of imports is derived from the large stocks of all kinds of supplies lying at Vladivostok and awaiting further transport into the interior. These stocks have been collecting at this port during the last three years, chiefly as a result of the disorganization of railway transport. In many cases the goods belong to consignees in European Russia, with whom it has been impossible to communicate for a year and a half. Steps are now being taken to arrive at some plan whereby these goods may be freed for the use of the population of Siberia.

CONGESTION.

The large stocks of goods lying at Vladivostok have led to a great congestion at the port. The Customs warehouses are filled with a large quantity of merchandise, and the warehouses of private firms, forwarding offices, and banks are still more crowded.

A review of the stocks of goods at Vladivostok is given by a writer in the local newspaper *Russian Economist*. The following translation of this review should give Canadian exporters a very good indication of the present situation at this port:—

“On July 4, 1919, there was lying in the warehouse of the Customs a total quantity of 172,319 tons of various goods, of which the greater part was made up of the following:—

	Tons.		Tons.
Metals.. . . .	12,318	Sulphur.. . . .	792
Tools of all kinds, and hardware..	3,553	Machines.. . . .	7,324
Leather.. . . .	8,508	Agricultural machines and imple-	
Tea	26,313	ments.. . . .	9,710
Binder twine	688	Superphosphate.. . . .	3,296
Raw cotton.. . . .	13,426	Tanning extract.. . . .	9,103
Tan-bark.. . . .	4,374	Rubber.. . . .	3,614
Chemicals.. . . .	3,510	Sulphuric acid.. . . .	1,846
Matches.. . . .	2,641	Coffee and cacao.. . . .	1,470
Sugar.. . . .	3,922	Textiles.. . . .	3,479
Footwear	1,507	Petrol.. . . .	794
Kerosene	8,314	Lubricating oil.. . . .	347
Cream separators.. . . .	504	Miscellaneous goods.. . . .	19,040

“This, however, does not comprise the stores in the temporary railway workshops, where there are millions of goods* of different kinds of supplies required for the railways (the quantity of rails alone for the South Siberian railway amounting to 27,000 tons). In the warehouses of the Central Co-operative Union there is a sufficient quantity of goods to supply all the branches of this large organization throughout Russia.

In the warehouse of the Commercial Agency there are about 36,000 tons of tea. At the commencement of the present year the "Committee for the protection and registration of merchandise of the port of Vladivostok" estimated the stock of goods lying at Vladivostok at about 630,000 tons. It must be stated that this figure for many reasons is now an underestimate, since the importation of goods during the past six months has been many times greater than the quantity shipped from Vladivostok for use in Siberia.

"I would not consider it an exaggeration if the quantity of merchandise of various kinds of goods lying at Vladivostok and intended for the requirements of Siberia were placed at the figure of 900,000 tons. I would add that if there is any mistake in this figure it is more likely to be in the direction of an underestimate.

RELIEF OF CONGESTION.

"The whole of this immense stock of supplies, resulting from the insufficiency of railway transportation, is occupying all the available warehouse space without serving any purpose and is getting spoiled. The result is a great congestion. Nevertheless steamers continue to regularly arrive at the port of Vladivostok bringing all possible kinds of goods. . . .

"The task is therefore presented to the railway transport services to move 900,000 tons of merchandise. We have estimated the daily receiving capacity of the railway at 720 tons of various kinds of supplies and provisions. We must therefore come to the following conclusion: that for the transportation into the interior of the 900,000 tons of goods at Vladivostok, 1,250 working days are required, or in other words three and a half years. This period is so long that, even granting a certain shortening as a result of a great improvement in the transport services after six months or a year, or a diminution in the quantity of military supplies transported, it would nevertheless be a very long time before all the goods were moved.

"The conclusion to which we must come can only be that in order to stop the depreciation of the rouble it is necessary to close the frontiers to the importation of goods from abroad; the supplying of Siberia with necessary goods would not suffer as a result of this measure. In order to further illustrate the above, it is of interest to give a comparison of the figures of goods shipped from Vladivostok during the last six months with the figures of such goods lying in the warehouses of the Vladivostok Customs.

"The large shipments of goods from Vladivostok into the interior during the period from January 1 to June 10, 1919, were as follows:—

	Tons.		Tons.
Tea.. . . .	3,144	Matches.. . . .	497
Sugar.. . . .	2,912	Lubricating oil	3,327
Kerosene	3,245	Tanning materials	915
Textiles.. . . .	656	Machines and metals.. . . .	2,356

"The quantity of the same kind of goods lying in Vladivostok Customs on July 4 was as follows:—

	Tons.		Tons.
Tea.. . . .	26,318	Matches.. . . .	2,641
Sugar.. . . .	3,922	Lubricating oil	347
Kerosene	8,314	Tanning materials.. . . .	13,478
Textiles.. . . .	3,479	Machines and metals.. . . .	17,034

"These figures show that the goods lying in the port of Vladivostok are the supplies of which Siberia is in need."

IMPROVEMENT OF TRANSPORT.

It will be noted that the above writer comes to the conclusion that at the present rate of transport of goods by the railway, it would take three and a half years to

* Note:—1 peod=36 pounds.

relieve Vladivostok of the stocks of merchandise congested at the port. The disorganization of railway communication with the interior has been the chief obstacle to the relief of the economic situation in Siberia. It has not been possible to supply the population with the goods so urgently required, while only a proportion of the exportable products of the country have been transported to the seaboard. At the commencement of the present year an inter-allied council was appointed to supervise the operation and reorganization of the transport services. Necessary materials and railway supplies have been shipped to Siberia as commented upon in previous reports. Already a certain improvement may be noticed as illustrated by the following table giving the quantities of goods shipped from Vladivostok direct into the interior by the Chinese Eastern Railway via station Manchuria for each of the six months from January 1 to July 1, 1919:—

SHIPMENT BY RAILWAY FROM VLADIVOSTOK.

Month.	Military Supplies. Short tons.	Other Goods. Short tons.	Total. Short tons.
January.	1,343	1,629	2,973
February.	1,017	1,774	2,792
March.	1,953	4,078	6,031
April.	2,661	5,464	8,126
May.	10,291	9,438	19,730
June.	13,018	6,548	19,587
Total.	30,286	28,934	59,221

The above table shows a rapid improvement in the direct transport of goods from Vladivostok into the interior during the last few months. The shipments for the month of June are approximately six and a half times greater than those during the month of January. This may be attributed partly to the better working of the railway services, but also in large measure to the coming of warm weather with consequent decrease in the percentage of locomotives laid up for repairs, which is always greater during the winter months.

CAPACITY OF RAILWAY FACILITIES.

The average daily quantity of goods transported for the period in question amounts to approximately 327 short tons, while for the month of June this average daily shipment was approximately 652 short tons. The writer above referred to estimates the capacity of the Chinese Eastern Railway for the transport of ordinary or non-military supplies from Vladivostok into the interior at about 720 short tons a day. This assumes that the operating efficiency of the railway for the second half of the present year will permit the maintenance of the standard, not yet realized, of three trains or 1,512 tons of freight a day. Moreover, it assumes that the requirements of the military will account for only a little over 50 per cent of the total daily available carrying capacity.

REGULATION OF EXPORTS.

In order to place at the disposal of the Government for the purchase of necessary supplies as large an amount of foreign exchange as is possible, regulations have been passed requiring an export permit for all shipments abroad of Siberian products and re-export of goods lying in the port of Vladivostok. Before granting the export permit, the Government requires the exporter to place a certain proportion of the foreign exchange, which will be realized from the sale of the products in question abroad, with the credit chancery for the use of the Government. The rate of exchange is fixed by the Government, but in this respect the authorities have lately shown a greater ten-

dency to reorganize the rate prevailing in the exchange market as the actual rate. In some cases the Government only requires 25 per cent of the foreign exchange realized to be allotted for their use. In order to facilitate the granting of export licenses there has lately been established at Vladivostok a Committee for Foreign Trade, which will regulate all matters connected with trade exchanges with foreign countries, both as regards import and export. The director of this committee in an interview recently stated that every possible assistance would be granted to exporters in facilitating the transport of Siberian products to the port of Vladivostok. Through the committee exporters will be able to receive advances from the State Bank on raw material under the most advantageous terms. Every effort will be made to maintain the standard of Siberian raw material exported abroad. The committee will also endeavour to make arrangements for advances from abroad on raw material. The conditions for the granting of such loans are now being worked out. Through its agents abroad the committee will be able to give information to exporters regarding the foreign markets for raw materials, available tonnage, freight rates, insurance charges, etc. For this purpose it is intended to issue regular bulletins. The Foreign Trade Committee, however, will not undertake any commercial transactions on its own account.

PRESENT TRADE PROSPECTS.

It is quite natural, in view of the foreign exchange situation, that the authorities should endeavour by every means possible to encourage the export of Siberian products abroad and restrict the importation of foreign supplies. Unfortunately the quantity of exportable raw material available is relatively not very large, and is for the most part lying at points in the interior awaiting transport to the seaboard. As regards imports, ordinary trade may be said to be at a standstill owing to: (1) difficulty in obtaining foreign exchange; (2) insufficient railway transport and congestion. Owing to the former circumstance practically only certain private firms at Vladivostok, the large co-operative organizations, and the Government are in a position to place orders for foreign goods, since other parties can only with great difficulty obtain the necessary foreign exchange. The amount of exchange at the disposal of the co-operative societies and the Government is also limited. The latter is naturally utilizing the greater part of its resources for obtaining the necessary supplies wherewith to carry on the war against the Bolsheviks. The importation of war supplies and of materials and supplies for restoring the operating efficiency of the Siberian railways, may be therefore said to account for almost the whole of the present importation of merchandise from foreign countries.

The only business safe and possible under present circumstances is the sale of goods for some currency other than roubles, and on a cash basis, or for raw materials ready for shipment. This being the case, it cannot be said that the prospects for trade with Siberia in the immediate future are very bright. On the other hand the potentiality of the Siberian market, when normal trade is once more resumed, should not be lost sight of, and Canadian firms would be well advised to carefully study the requirements, and to establish connections for the future. In this connection it is well to bear in mind that the bulk of the population of Siberia were formerly supplied with foreign goods through the ports of the Baltic, and that Vladivostok before the war served only a limited extent of territory from Irkutsk to the Pacific ocean, as stated in previous reports. Attention should therefore also be directed to the trade centres of other parts of Russia as soon as communication is once more possible with these districts.

REGULATION OF EXPORT FROM SIBERIA.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, August 4, 1919.—In a report forwarded from this office under date July 22, a reference was made to the regulations of the Government governing the export of goods from Siberia.

It was pointed out that these regulations were drawn up partly with a view of placing at the disposal of the Government as large an amount as possible of the foreign exchange resulting from the sale abroad of Siberian products. Regulations have now been drawn up by the Foreign Trade branch of the Ministry of Trade and Industry, which will be put into effect as soon as confirmed by the Ministry of Finance.

According to these new regulations, exporters may obtain licenses for the export of goods only on the condition of their placing the whole of the resulting foreign exchange at the disposal of the Ministry of Finance. They are obliged to submit, together with their guarantee, full particulars regarding the quality and grade of the goods, price, quantity, period of receipt of foreign exchange and the amount of same. Whereupon these particulars must be certified either by a local chamber of commerce or one of the central co-operative organizations. Payment for the foreign exchange will be made at a rate fixed by the Ministry of Finance. The foreign exchange will be given up through the medium of the State Bank or of one of the Russian private banks.

The exporters must present a guarantee from the bank that, on receipt of information that the goods had been handed over to the consignee abroad, the amount of foreign exchange received for the goods will without delay be placed to the credit of the Ministry of Finance. In his undertaking he must also give the Ministry of Finance the right to receive the insurance should the goods be lost, that is if the insurance premium is payable in foreign exchange.

SIBERIAN IMPORT REGULATIONS.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, August 4, 1919.—The Ministry of Trade and Industry have submitted a report to the Ministry of Finance giving a list of the goods included among the articles of luxury, the import of which in the opinion of the Ministry of Trade and Industry should be permitted.

The Ministry of Trade and Industry will permit the importation of the following articles:—

Dried fruit and berries, meat and vegetable conserves, mushrooms, chocolate, boiled sweets, conserved fruit, table salt, glazed squares for walls, earthenware articles painted, chinaware articles, glass articles, looking glasses, copper articles with ornaments, leather articles, musical instruments, wall paper, cotton velvet materials, cotton and wool mixed materials, cotton cords, knitted mitts from simple cotton material with embroidered arrows, underwear and dresses from simple cotton materials, head dressing from cheap furs, materials and knitted articles with 20 per cent of silk only; umbrellas from simple materials, combs, tooth brushes, children's sucking bottles with bone, brushes with wooden handles, and combs from simple materials.

INCREASE IN TARIFF.

It is expected that in the near future the Ministry of Trade and Industry will draw up a new law governing the importation of articles of luxury into Russia, an increase of the duties in the general customs tariff, and the granting in special cases of permissions for obtaining from abroad supplies necessary for the industries of the country.

WAR MEASURES—CANADA.

Restricted Imports: Regulations Further Amended.

Under Memorandum of Customs No. 2333-B, dated August 26, 1919, Memo. 2318-B in the above matter is cancelled, and the following regulations are issued in lieu thereof:—

REGULATIONS.

1. Individual licenses, for which applications should be addressed to the Canadian Wheat Board, Winnipeg, shall be required for the importation of the following, namely:—

Wheat, Wheat Products.

2. Individual licenses, for which applications should be addressed to the Canadian Trade Commission, Ottawa, shall be required for the importation of the following, namely:—

Sugars, Raw and Refined.

3. In respect of all other restricted imports under the War Measures Act which come under the approval of the Canadian Trade Commission for license, that Commission has approved a general license permitting importation from all non-enemy countries, and collectors of customs in Canada are hereby instructed to accept Customs entries for such imports without further license.

4. The above regulations do not affect the various proclamations regarding Trading with the Enemy, nor apply to importations specially provided for, as follows:—

Firearms.. . . .	Memo. 2145-B.
Oleomargarine.. . . .	" 2227-B.
Russian rouble notes.. . . .	" 2282-B.
Liquors.. . . .	" 2289½-B.
Opium and cocaine.. . . .	" 2315-B.

Regulations Governing Prohibited Exports further Amended.

The following Memorandum of Customs (No. 2334-B), approving of certain regulations governing licensing of goods for export, was passed on August 26:—

Memo. 2298-B and 2317-B are hereby cancelled.

Referring to Memo. 2172-B and subsequent memoranda based on Orders in Council passed under the authority of the War Measures Act, 1914, prohibiting the exportation of goods from Canada, the following regulations are approved in regard to licensing of goods for export.

REGULATIONS.

1. Individual licenses shall be required for the export of the following goods to all destinations:—

Gold coin.	Opium alkaloids and their salts and preparations.
Gold bullion.	Wheat.
Fine gold bars.	Wheat products.
Russian rouble notes.	Sugars (except maple).
Cocaine and its salts and preparations.	Raw hides, skins and leathers for boot and shoe purposes.
Opium and its preparations.	

2. Individual licenses shall be required for the export of firearms to destinations other than the United Kingdom, British Possessions and Protectorates.

3. Individual licenses shall be required for all other prohibited exports to destinations other than:—

- (a) Any country in the Western Hemisphere;
- (b) Any country in Africa;
- (c) Any country in Asia or Oceania, except Turkey;
- (d) The United Kingdom, France (including Alsace-Lorraine), Belgium, Italy and their possessions and protectorates.
- (e) Portugal, Greece, Serbia, Roumania, Iceland and the Faroe Islands, Spain, Palestine and Syria as far north as a line from Alexandretta to Aleppo inclusive, and as far east as the Hejaz railway inclusive; Czecho-Slovakia; Luxembourg and the portions of Austria-Hungary in the occupation of the Armies of the Associated Governments; occupied Rhineland territory, and to all ports in any such foreign countries: Denmark, Holland, Norway, Sweden, Switzerland, Esthonia, Finland, Germany, Lettland, Lithuania and Poland.

4. Except where individual licenses are required as above provided in sections 1, 2 and 3, Collectors of Customs at points of exit may, by endorsement of the usual shippers' export entries, license shipments of other prohibited goods to all destinations named in section 3.

5. Applications for licenses to export gold coin, gold bullion, fine gold bars and Russian rouble notes shall be addressed to the Deputy Minister of Finance, Ottawa.

6. Applications for licenses to export wheat and wheat products shall be addressed to the Canadian Wheat Board, Winnipeg.

7. Applications for licenses to export cocaine and its salts and preparations, opium and its preparations and opium alkaloids and their salts and preparations shall be addressed to the Minister of Trade and Commerce, Ottawa.

8. Applications for licenses to export all other prohibited goods shall be addressed to the Canadian Trade Commission, Ottawa.

9. With the exception of wheat and wheat products, firearms, gold, Russian rouble notes, opium and cocaine (and their salts and preparations), shipments of goods on the prohibited list, when the value of no one commodity exceeds \$100, may be licensed by the endorsement of the Collector of Customs at the port of exit on the usual shipper's export entry.

10. When shipped by parcel post such small shipments as are provided for in section 9 may be accepted by postmasters for transmission without license.

THE PORT OF STOCKHOLM.

Stockholm, the capital of Sweden, is situated on the east coast, not far south of the junction of the Baltic sea and the Gulf of Bothnia. It is celebrated for its beauty and the remarkable physical characteristics of its situation, on an island-fringed coast, at the junction of Lake Malar with the sea. Population (estimate of December 31, 1917), 413,000.

Next to Goteburg, Stockholm is the most important shipping centre in Sweden, possessing in 1917 376 vessels of a total burthen of 194,280 tons. The harbour has a depth of from 30 to 80 feet. Vessels drawing 23 feet of water can go right up to the city, and several hundred lie alongside the quays. There are three graving docks and five patent slips. A new graving dock, begun in 1918, is to be completed in 1921. A free harbour, begun in 1917, has just been completed. The imports are chiefly coal, grain, and woollen goods, and the exports include steel, woodwork, timber, oats, zinc ore, and iron ore. The manufactures are the most important in Sweden, embracing iron and steel industries, including engineering in every branch, and shipbuilding, brewing, cork, wood, silk, leather, and porcelain.

The illustration on the front page of this week's number of the *Weekly Bulletin* gives a view of the city and harbour.

VALUE OF CURRENCY OF INVOICE.

(Vide Section 59 of the Customs Act.)

The following memorandum of Customs (2332-B) was issued on August 26:—

1. When the value of any currency has been proclaimed by the Governor in Council, collectors are to compute the value for duty according to the rate so ordered and proclaimed from time to time.

2. Whenever (a) the value of a currency has not been proclaimed, or whenever (b) there is no fixed standard value, there shall be attached to the invoice of the goods imported the certificate of some consul resident in such place or country, showing the true value of the currency in which such invoice is made out, at the time when and in the place or country where such certificate is given, as compared with the standard dollar of Canada.

3. Whenever from any cause the value of any such currency, referred to in section 2 above, headings (a) or (b), has become depreciated, there shall be attached to the invoice of the goods imported the certificate of some consul resident in such place or country, showing the extent of such depreciation, and in such cases wherever the value of the depreciated currency is dependent upon the rate of exchange on London, it shall be optional with the importer, with the consent of the collector, to compute the value for duty at the rate of exchange certified by the bank through which the same is drawn, as current at the time and place when and whence the goods were exported to Canada.

4. By section 2 of the Currency Act (R.S.C. Ch. 25) it is provided that the British sovereign shall be equal to and shall pass current for four dollars eighty-six cents and two-thirds of a cent of the currency of Canada.

5. Memo. No. 1312-B, dated March 10, 1905, is hereby cancelled.

SWITZERLAND AS AN EXPERIMENTAL MARKET.

(Vice Consul John T. McCutcheon, Geneva, in *United States Commerce Reports*.)

With the ending of the war and the gradual return to normal business conditions, the possibilities of Switzerland as an experimental field for introducing American products in the European market are of interest.

In the future the American manufacturer who has once gained a place in the Swiss market will find it less difficult to extend his trade to Italy, France, and Central Europe. Selling methods that will appeal to the citizen of that part of Switzerland which borders on France will also appeal to the French citizen in about the same degree, and this will apply to other bordering countries. This is due to a similarity of language, ways, customs, and habits of thought between the different parts of Switzerland and the neighbouring countries. Although the people are one and distinct in their fundamental ideas and aims in the details of their daily life and their manner of doing business, they greatly resemble the people of the respective bordering countries.

It is a well known fact that trade with a country is greatly facilitated and advanced when the seller understands the language, customs, and habits of the people. Switzerland is a trilingual country, and a great number of the people speak the three languages. Another point to take into consideration is the central geographic position of Switzerland as regards the continental European nations. It is within less than thirty hours by train from the four leading European capitals.

FORMATION OF SUGAR IMPORT MONOPOLY IN SWEDEN.

(*Board of Trade Journal.*)

The Board of Trade are in receipt, through the Foreign Office, of information to the effect that the Swedish press of July 29 announced that the "Folkhushallnings Kommission," on behalf of the Swedish Government, have granted to the "Svenska Sockerfabriks A/B" a monopoly, with certain restrictions, for the import of sugar into Sweden, from August 1, 1919, to October 31, 1920. (See *Weekly Bulletin* 811. page 338.)

According to Swedish press reports the July stocks of sugar will meet Swedish requirements until the 1919 production comes on the market. It is anticipated that this year's production of beet sugar in Sweden—an expected average harvest on a rather larger area than that of last year—will be sufficient to meet most of Sweden's requirements.

AGRICULTURAL MACHINERY REQUIREMENTS OF POLAND.

A recent bulletin of the Polish Commercial and Industrial Bureau in New York contains some detailed data relative to the approximate quantities of agricultural machinery urgently needed in Poland. The Bureau hopes to arrange loans and credits to meet the purchases of raw and manufactured materials which Polish importers and the Polish Government expect to make in the United States. We print below the data referred to above.

Tractors—1,500, with repair parts and suitable repairing tools.
 Ploughs—150,000 suitable for a light soil.
 Harrows—3,000, complete, of iron, also iron parts for 15,000 more to be made of wood.
 Rollers—500 with discs. Also sufficient iron rollers to be used for construction of wooden framed rollers.
 Sowers—3,000 complete (1,000 each for motor, horse, and hand operation).
 Cultivators, dusters, rakes, diggers of all systems—3,000.
 Hay mowers—6,000.
 Hay baling machines—150 motor and 900 hand driven.
 Ordinary harvesters—6,000.
 Binders—3,000.
 Threshers—750 (steam driven), 1,500 (gasoline driven), 3,000 (horse driven).
 Separators and blowers, with sufficient number of reserve sieves, 3,000, also metal parts for the construction of 3,000 additional blowers, to be made in Poland
 Corn graders of various types—1,000.
 Scythes, sickles, whetstones—Scythes, 300,000; sickles, 150,000; whetstones, 300,000.
 Small tools—Hoes, 300,000; picks, 150,000; shovels, 300,000; spades, 300,000; axes, 150,000; mattocks, 50,000. These should be of various sizes and without handles.
 Heavy wagons for oxen and horses; iron tires, etc., for 300,000 wagons and readymade wheels for 30,000 wagons.
 Sprays, bellows, sulphur, copper, and rafia—Sprays, 90,000; bellows, 15,000; sulphur, 700,000 pounds; copper sulphate, 1,200,000 pounds; rafia, 1,200,000 pounds.
 Axes of various sizes—18,000.
 Handsaws (both rip and cross-cut saws)—55-inch, 300; 60-inch, 3,000; smaller, 3,000.
 Files of different sizes—1,200 dozen.
 Rasps of different sizes—1,500 dozen.
 Spike hammers (41-lb.)—1,500 units.
 Hammers (8-lb.)—1,500.
 Picks—3,000.
 Shovels—400.
 Spades—900.
 Hoes—900.
 Chains—600.
 Large chains with spike and hooks—150.

TRADE ORGANIZATIONS AND COMBINATIONS IN THE UNITED KINGDOM.

*Prepared for the Committee on Trusts by JOHN HILTON (of the Garton Foundation)
Based upon evidence given and documents laid before the Committee on Trusts.**

Section VIII.—Safeguards.

The facts and tendencies, with their implications, reviewed in the preceding pages lead irresistibly to the conclusion that while the growth of combinations is in many ways desirable, some kind of safeguard or check is required to prevent the monopolistic power which combination gives being used detrimentally to the public interest. It remains to ask what form such safeguards or checks should take.

INCENTIVES AND REWARDS.

It is to be remembered that the one dominant incentive to industrial enterprise has been the incentive of private gain. It has been with the object of making an increased profit (or of avoiding financial loss) that these combinations, with their attendant advantages, have been formed. Any proposal which denies an adequate portion of the gains of combination to those who have the wit to see its advantages and the energy and ability to achieve them would defeat its own object. A distinction must be made therefore between the economic gains of combination, in which those who combine can rightly claim a share by way of reward, and the tribute levied upon the community over and above that reward by the exercise of monopolistic power. If the first is interfered with the tendency towards beneficial combination may be checked; but steps may be taken to prevent the second without fear of untoward reactions. This does not mean that a combination or consolidation may properly take to itself the whole of the advantages resulting from the saving it affects. Under the competitive system a producer or trader had to offer the consumer some share in the benefits of his superior organization or process. It is not enough for the combination to say that "it has not raised the price." If it has reduced waste, increased efficiency, and is producing at less cost, some part of that benefit is due to the rest of the community.

REPRESSIVE ACTION UNDESIRABLE.

Legislative action in respect of monopolistic combinations can take one of two directions. It can be aimed at preventing combination with the idea of preserving competition as the natural and proper order of industry, or it can take the tendency to combination for granted and concern itself with preventing and penalizing any use of the power derived from combination which may prove to be inimical to the public interest. The first may be called "repressive" legislation; the second "policing" action. Monumental examples of the first kind are the American anti-trust laws, notably the Sherman Anti-Trust Act of 1890, which "prohibited under severe penalties every contract or combination in restraint of inter-state and foreign commerce and every monopolisation or attempt to monopolise such commerce," and the Clayton Anti-Trust Act of 1914, prohibiting certain practices which were regarded as lessening competition, such as price discrimination tending to monopoly, tying contracts, the holding by one company of stock in another company, and interlocking directorates. Sweeping judgments as to the results produced in practice by this kind of legislative action are not to be lightly made; but the conclusion to which competent critics are forced is that anti-combination laws have proved thus far worse than futile. They have produced interminable litigation which has for the most led nowhere; by making combinations of independent manufacturers criminal conspira-

* Sections I, II, III, IV, V, VI, and VII appeared in Bulletins 807, 808, 809, 810, 811, 812 and 813, respectively.

cies they have encouraged the fusion of firms into great amalgamations; and they have driven combination underground where its worst qualities have thriven and its best qualities declined. It has failed to break up the huge combination which it has itself indirectly promoted, for, as has been said, "You cannot unscramble eggs"; and it has prevented the realization of the beneficial possibilities which above-board combination holds.

ASSOCIATIONS OR TRUSTS.

That ill-advised action in this country against associations formed for the regulation of trade would encourage the amalgamation of the now separate firms into great financially-consolidated interests is a matter to which the spokesmen of associations call particular attention. They point to the importance rightly attached in this country to the preservation of the "small" man; and insist that his continued existence can be assured only by association—without that aid he must inevitably go down before the "big" concern. Combination, it is argued, in one or other of its forms is inevitable, and the choice before the country is not between free competition and competition restrained by associations, but between associations and consolidations; and the association, if welcomed and encouraged, would have all the advantages of consolidation without its dangers. Association, it is admitted, has in many cases led directly to consolidation, but the reason given is that the public has hitherto looked askance at associations, the law has allowed them no proper status, and amalgamation has been thereby encouraged.

POSSIBLE COURSES OF ACTION.

The experience of repressive legislation in other countries, and the consideration set forth in the preceding paragraph, lead to the conclusion that any action in this country directed towards preventing combination or limiting the size of corporate business would produce evils worse than any it might cure. The ground is thus cleared for a consideration of the various ways in which combinations might be controlled or supervised to prevent abuse of monopolistic power and to safeguard the public interest, while being otherwise left free to achieve all those economies and improvements which combination alone can furnish.

NATIONALIZATION OF MONOPOLIES.

Where industries are by nature monopolistic, e.g., railways, or where in any industry combination has proceeded so far that the whole of the industry is under the control of one corporate interest, nationalization suggests itself as a practicable recourse. Whether it is deemed desirable in any particular instance must depend upon a multitude of considerations, of which the possible abuse of monopoly is but one. Without entering into the general question of nationalization, it is insufficient in the present connection to say that nationalization is not the only alternative to untempered control of monopolistic consolidations by private interests, and is hardly applicable to industries in which combination takes the form of associations, agreements, or understandings.

STATE CONTROL OF MONOPOLY PRICES.

Much experience of the control of prices by the State has been gained during the war period. The results have not been such as to leave any widespread desire for its general continuance after the balance of supply and demand has been restored. But since the abuse of monopoly power mainly finds expression in prices being raised or kept above the level at which they would otherwise have stood, it is arguable that the State should retain permanently the control of prices in all cases where, as a result of association or amalgamation, there is effective monopoly. But the difficulties of applying any such partial control of prices are great. Monopoly gains are so mixed

up with ability rewards and other factors, that without painstaking analysis it is impossible to distinguish them except in glaring instances, but unless a fairly definite line can be drawn, the partial application of price-control is hardly practicable. Again, monopoly may be local as well as national. The village shopkeeper who has "no opposition" can, and often does, take advantage of his monopoly. Would his prices be subject to departmental regulation? The difficulties inherent in partial price-control may not be insuperable, but they do not offer a patently simple way of dealing with monopoly.

PUBLIC COMPETITION.

Where it appears that a combination is so entrenched in a position of monopoly, or so favoured by circumstances that private enterprise cannot well enter the field in competition, it is possible for the State or a public authority to do so. The war period has furnished many examples of the application of this check, and attention has been called to the fact that the chief level by which the Government obtained the most substantial reductions in the price of war material was the experience gained of the actual costs of production in national factories.* It has to be borne in mind that in these cases the State was producing for its own use and not for sale, and the extension of the principle to marketable goods in normal times would in most cases necessitate the setting up of machinery of distribution as well as of production, but it will offer itself as an alternative to nationalization should that policy be under discussion in respect of any undertakings which are not natural monopolies.

PROFIT LIMITATION.

Since the real object in monopoly prices is to increase the profits of the persons wielding the monopoly, the fixing of a maximum rate of profit suggests itself as a possible safeguard against abuse of power. If the proposal be to apply such maximum rate only to industries in which monopoly exists, the difficulties of demarcation already referred to are again encountered. But a more perplexing question, one arising immediately whether the profit-limitation be partial or general, is "profit on what?" If 10 per cent be fixed as the permissible maximum, is it to be 10 per cent on share capital (which may be merely nominal or heavily watered); or on share and loan capital; or on the assessed value of the business, with or without goodwill; or on turnover; or on ascertained costs of production; or on prescribed costs of production? Of these various bases for any all-round scheme of profit-limitation to be applied to individual businesses, cost of production is the only one that seems likely to bear examination, but among the items that make up cost of production are wages, salaries, commissions, and fees, and unless these were regulated not only could they be increased at discretion, but the higher they rose the larger would the allowed "profit" be. The anomalies that have resulted during the war from the application of the cost-of-production-plus-ten-per-cent principle, even as applied to the repetition manufacture of standardized articles such as shells and standard ships, are well known; it is not seriously believed that the principle could be applied in peace time to the endless kinds and varieties of articles produced for civil use. The amount of accountancy and inspectorship required would probably discount many times over any advantage accruing from the prevention of undue prices.

SLIDING SCALE PROFIT LIMITATION.

The application to industry generally of the "gas-works clause," which provides that any increase in dividends paid shall be accompanied by a *pro rata* reduction in price, has been suggested. But a gas works, like a railway, is in its nature monopolistic, and in virtue thereof such enterprises require parliamentary sanction and must accept legislative control. Even in such cases the effects of control on the quality and price of the service rendered is a subject of contention; but the fact that the enterprise will have a virtual monopoly is not in dispute, and it is agreed that

control, whether for good or ill, is necessary. But to apply the principle to all firms in all industries is a proposition of another order. To apply it to firms or associations which are believed to be in a position of monopoly is, again, to encounter the difficulties of demarcation, while the question of the difference between share capital and the actual value of the business remains.

PROFIT LIMITATION BY AVERAGES.

A formidable objection to most schemes for profit limitation is that they tend to disallow any rewards for superior ability of management and even to penalize efficiency. But a scheme of considerable ingenuity which, it is contended, would not have this effect has been put forward. It is suggested that, assuming the majority of the firms in any industry to be in an association, the average rate of profit of these firms should be limited to a certain percentage added to the gross cost of production (including material, labour, salaries, rent, rates, taxes, etc. in fixing selling prices. Thus, suppose the maximum average rate of profit were fixed for a given industry at 10 per cent. If at the end of a financial year it were found that the average rate actually made worked out at 12 per cent the State should require each firm to pay the treasury a sum equal to 2 per cent of the cost-of-production-value of its output. To facilitate this arrangement, the State should require the association to introduce a uniform costing system for the industry. The advantages claimed for this scheme are, first, that it would avoid all the pitfalls of taxing or limiting the rate of profit on capital employed; and, second, that it would not place all the firms in an industry on one flat rate of profit, but would lead the efficient individual firm free to make a much higher rate of profit than the inefficient individual firm. It is further suggested that the scheme would result in the maintenance of reasonable prices, and, consequently, increased output, for if the association found that the rate of profit was running too high it would order prices to be lowered; since it would be more advantageous to get a larger turnover at the lower price and pay no tax than to have a larger profit on a small turnover and pay tax. The scheme further provides that the limit should be imposed individually on all firms not in the association. This would compel all efficient firms in the industry to join the association—otherwise they would be individually limited to 10 per cent profit on turnover. It would induce inefficient firms to join the association because if they remained outside they would not get the benefits of association, and would still have to pay any tax levied because the industry as a whole was exceeding the limit. It would prevent the association being endangered by “black-leg” firms undercutting in quality or price. The principle would apply equally to monopolistic combines and consolidations. These would suffer no hardship if they were compelled to increase their income by increasing output instead of by increasing the profit margin. It is recognized that the maximum profit allowed would have to vary from trade to trade according to risk and nature of business. The scheme has much to commend it, but it has many weaknesses and drawbacks. It would force, even more than at present, the industries which it was applied into groups of ironclad combinations. It would require cohorts of inspectors and accountants, men of high business faculty, who might otherwise be employed in constructive work, to spend their energies in testing accounts and in opening out the burrows in which businesses might conceal some part of their gains. The fixing of the average rate would in practice be a matter not of calculation but of political pressure, and thereafter the whole of the industry would be interested in throwing dust in the eyes of the official investigators. Moreover, cost of production is no more absolute than capitalization as a basis of profit estimation, and the rate of wages and salaries would still have to be prescribed. No scheme of profit-limitation as yet put forward appears to afford a practicable safeguard against the abuse of monopoly power.

PROFIT TAXATION.

The appropriation by the State of four-fifths of the “excess profits” of business concerns, as practised during the war, suggests itself as a possible permanent method

of relieving combinations of a substantial part of the gains of monopoly. But if it were proposed to retain the excess profits tax permanently, a different basis would have to be found. The datum from which excess profits were to start was fixed for the period of the war at "the average profit of any two of the three pre-war years." Only in an industrially petrified world could that basis serve for more than a short term; but immediately the replacing of the fortuitous war datum by a prescribed "reasonable" datum is attempted, all the difficulties already enumerated arise. But even were the permanent taxation of excess profits feasible, it is a wholly objectionable method of raising revenue, for it works out in practice as nothing other than an indirect tax on the consumer. No solution of the problem of safe-guarding the public interest against the abuse of monopoly lies along the way of excess profits taxation.

PUBLICITY.

Public ownership, control, competition, profit-limitation, and profit-taxation are limited in scope, difficult of application, or hazardous in reaction, but if fuller publicity in regard to the conduct and earnings of business concerns generally, and of the working and effects of combinations in particular, could be secured, the desired object would be in great measure achieved. Greater publicity would serve three useful purposes. By making known the profits of business concerns, it would stimulate the flow of enterprise and capital into industries in which the demand was greater than the supply; by bringing the operations and effects of combination into the light, it would relieve many unfounded or exaggerated suspicions on the part of the public; and by ensuring that extortion should be publicly pilloried, it would do much to prevent its being practised. In quite respectable business conduct, as in other human affairs, many things are done which would not be done if there were a greater probability of their being made known. "Light is the sovereign antiseptic, and the best of all policemen."

Obviously it is not practicable to require that every business concern shall publish the details of its finances, costs, etc., to the world. The suggestion has been made that all business concerns (one-man businesses and private companies included) should be required to publish balance-sheets after the manner of public companies. The provision in the latter case was originally made for the protection of the shareholder, and it is agreed that now the interests of the public are seen to be no less involved, the distinction should be swept away. Some gain would doubtless follow, though at considerable cost, from such a measure; but the great majority of the firms constituting combinations are already public companies, and, further, more intimate information than any balance-sheet affords is required for the investigation of suspected cases of monopolistic extortion.

PUBLIC SUPERVISION.

The conclusion, therefore, reached is that there should be established a department of State charged with the duty of informing itself as to the nature, extent and development of combination of all kinds in so far as they tend to the restraint of trade and the creation of monopolies, and of making preliminary inquiry into complaints made in regard to them; and that a tribunal should be set up to which the department could apply for powers to obtain particular information, and would refer for full investigation cases in which combinations appeared to act injuriously to the public interest. The requisite publicity would thereby be secured in two ways: the relevant facts as to offences proved before the tribunal would be made public, and the department would present annually to Parliament a report upon the nature, extent and development of combinations. Publicity thus secured would not only be in itself a considerable safeguard against the abuse of monopolistic power, but it would serve to reveal actions and developments for which publicity alone was not a sufficient safeguard, and against which further action should be taken, whether in the form of nationalization, public competition, or the control of prices of profits.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics, Ottawa.

Week ending Aug. 29, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	118,044	78,650	47,278	174	36,200	280,146
Empire Elevator Co.	*21,877	48,945	*782	3,406	6,610	36,302
Consolidated Elevator Co.	*20,118	14,376	6,193	5,338	3,855	9,644
Ogilvie Flour Mills Co.	88,801	25,420	28,472	.....	10,375	153,068
Western Terminal Elevator Co.	*29,546	12,351	5,135	3,246	1,279	(-) 7,535
G. T. Pacific	14,587	114,643	9,384	7,203	7,476	153,293
Grain Growers' Grain Co.	21,552	36,848	1,626	.....	21,713	81,739
Fort William Elevator Co.	*13,597	26,113	3,019	5,177	9,243	25,955
Eastern Terminal Elevator Co.	8,717	15,069	773	.....	.....	24,559
Northwestern Elevator Co.	44,578	11,018	8,828	23	642	55,089
Port Arthur—						
Port Arthur Elevator Co.	104,966	224,954	44,061	27	29,419	403,427
Sask. Co-op. Elev. Co.	10,989	87,821	7,289	6,547	6,344	118,990
Canadian Government Elevator.	16,144	100,847	6,612	3,716	6,032	133,351
On account of Imperial Govt. ....	.....	.....	.....	63	.....	63
Thunder Bay.	19,014	245,894	11,733	1,473	6,583	284,697
Davidson & Smith.	17,687	108,596	31,661	.....	3,614	161,558
Eastern-Richardson.	40,866	27,701	12,251	742	2,586	84,146
Vancouver Can. Gov. Elevator. ....	.....	19,863	.....	.....	.....	19,863
Total terminal elevators . . .	420,897	1,199,109	223,533	37,135	151,971	2,032,555
Saskatoon Can. Government Elevator..	2,913	59,560	2,649	.....	*5,926	65,122
Moosejaw Can. Government Elevator..	9,302	62,356	6,114	371	3	84,072
Calgary Can. Government Elevator....	898	50,018	12,270	104	235	64,525
North Transcona C.P.R. ....	.....	.....	Not reported.	.....	.....	.....
Total interior terminal elevators	13,113	171,934	21,033	475	7,164	213,719
Depot Harbour. ....	.....	.....	None	in store.	.....	.....
Midland—						
Aberdeen Elevator Co. ....	.....	.....	None	in store.	.....	.....
Midland Elevator Co.	5,000	.....	.....	.....	.....	5,000
Tiffin, G. T. P.	2,299	.....	.....	.....	.....	2,299
Port McNicoll.	90,442	98,701	7,500	.....	.....	196,643
Collingwood. ....	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator & Transit Co.	32,584	243,760	.....	.....	.....	236,344
Western Canada Flour Mills Co., Ltd.	34,850	.....	.....	.....	.....	34,850
Toronto—						
Campbell Flour Mills Co. ....	.....	.....	Not reported.	.....	.....	-
Kingston—						
Montreal Transportation Co. ....	.....	.....	.....	.....	.....	-
Commercial Elevator Co. ....	.....	.....	.....	.....	.....	-
Port Colborne Dom. Govt. Elevator. ....	.....	.....	.....	.....	.....	-
" Maple Leaf Milling Co., Ltd.	.....	.....	Not reported.	.....	.....	-
Prescott. ....	.....	.....	.....	.....	.....	-
Montreal—						
Harbour Commissioners No. 1.	245,322	15,259	1,133,787	.....	.....	1,394,368
" No. 2.	558,038	333,617	141,162	.....	.....	1,032,817
Montreal Warehousing Co.	251,218	206,118	94,916	.....	.....	552,252
Ogilvie Flour Mills Co. ....	.....	.....	None	in store.	.....	.....
Quebec Harbour Commissioners.	81,099	20,005	.....	.....	.....	101,104
West St. John, N.B.	245,227	.....	.....	.....	.....	245,227
St. John, N.B., Can. Nat. Rys. ....	.....	.....	None	in store.	.....	.....
Halifax, N.S.	124,252	.....	.....	.....	.....	214,252
Total public elevators.	1,670,331	917,460	1,377,365	.....	.....	3,965,156
Total quantity in store.	2,104,251	2,283,503	1,621,931	37,610	159,135	6,211,430

*Wheat overshipped. †Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended August 29, 1919.**

Grades.	On Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		* 20,112	1,866	623,303	605,057
No. 1 Northern		101,521	5,018	383,717	490,256
No. 2 "		52,922	5,508	366,557	424,987
No. 3 "		59,536	18	137,421	196,975
No. 4 Wheat		55,566	293	4,991	60,850
No. 5 "		11,159		21,156	32,315
No. 6 "		160,215	410	133,186	293,811
Other					
Totals		420,807	13,113	1,670,331	2,104,251
Oats—					
No. 1 C. W.		1,707			1,707
No. 2 "		308,324	8,519	105,449	422,292
No. 3 "		148,095	8,174	432,495	588,764
Ex. No. 1 Feed		168,916	17,501	80,702	267,119
No. 1 Feed		288,226	49,071	167,079	504,376
No. 2 "		203,526	61,168	74,077	338,771
Other		80,315	27,501	57,658	165,474
Totals		1,199,109	171,934	917,460	2,288,503
Barley—					
No. 3 extra C. W.					
No. 3 C. W.		104,634	1,651	285,851	392,136
No. 4 "		77,728	13,360	912,232	1,003,320
Feed		18,602		92,304	110,906
Rejected		19,775	4,823	67,575	92,173
Other		2,794	1,199	19,403	23,396
Totals		223,533	21,033	1,377,365	1,621,931
Flax—					
No. 1 Northwestern Canada	63	14,939	161		15,163
No. 2 C. W.		11,405	308		11,713
No. 3 "		6,969	4		6,973
Rejected			2		2
Other		3,759			3,759
Totals	63	37,072	475		37,610
Rye—					
No. 1 C. W.		2,065			2,065
No. 2 "		99,772			99,772
No. 3 "					
Rejected		8,199			8,199
Other		41,935	238		42,173
Totals		151,971	238		152,209
Corn					
			6,926		6,926
Total quantity in store		2,032,555	213,719	3,965,156	6,211,430

Quantity of Wheat and Other Grain in Store at Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East, on August 29, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>August 22, 1919.</i>			
Terminal Elevators.....	420,807	1,611,748	2,032,555
Interior Terminals.....	13,113	200,606	213,719
Public Elevators in the East.....	1,670,331	2,294,825	3,965,156
Total.....	2,104,251	4,107,179	6,211,430
<i>August 30, 1918.</i>			
Terminal Elevators.....	†62,604	3,324,144	3,261,540
Interior Terminals.....	79,482	314,373	393,855
Public Elevators in the East.....	3,120,215	3,384,184	6,504,399
Total.....	3,137,093	7,022,701	10,159,794
<i>August 31, 1917.</i>			
Terminal Elevators.....	952,821	3,902,234	4,855,055
Interior Terminals.....	188,039	74,814	262,853
Public Elevators in the East.....	2,393,425	2,938,997	5,332,422
Total.....	3,534,285	6,916,045	10,450,330
<i>September 1, 1916.</i>			
Terminal Elevators.....	6,351,674	5,761,266	12,112,940
Interior Terminals.....	365,735	96,003	461,738
Public Elevators in the East.....	8,318,019	7,479,202	15,797,221
Total.....	15,035,428	13,336,471	28,371,899
<i>September 3, 1915.</i>			
Terminal Elevators.....	367,081	1,200,846	1,567,927
Interior Terminals.....	26,826	1,089	27,915
Public Elevators in the East.....	669,888	583,569	1,253,457
Total.....	1,063,795	1,785,504	2,849,299
<i>September 3, 1914.</i>			
Terminal Elevators.....	1,403,596	2,504,870	3,908,466
Interior Terminals.....	1,797,545	818,452	2,615,997
Total.....	3,201,141	3,323,322	6,524,463

†Wheat overshipped.

Quantity of United States Grain in Store at Public Elevators in the East for week ending August 29, 1919.

	Wheat.	Oats.	Barley.	Corn.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....		3,710			242,849	246,559
Midland—Aberdeen Elevator Co.....						
Midland Elevator Co.....						
Tiffin, G. T. P.....						
Dom. Govt Elev.....						
Montreal—						
Harbour Commissioners No. 1.....	1,923		75,093	116,707		193,723
" " No. 2.....		65,755		1,014	112,512	179,281
Total.....	1,923	69,465	75,093	117,721	355,361	619,563

NEW INCORPORATIONS.**Dominion.**

Warner Grain Company, Limited. Incorporators: Harold St. Clair Searth and Joseph Thorarian Thorson, barristers; Clarence Victor McArthur, law student; William Miller Shaw, accountant; Ruth Haney, stenographer—all of Winnipeg. Capital \$400,000, divided into 400,000 shares of \$1 each. Chief place of business, Winnipeg.

Bishop and Pringle, Limited. Incorporators: Wesley Sheriff, accountant; Harry Clifford Pringle, manufacturer; Mary Louise Bishop, spinster; Lottie Graham Day and Jessie May Wilson, stenographers—all of Owen Sound. Capital \$100,000 divided into 1,000 shares of \$100 each. Chief place of business, Owen Sound.

Paul Lemaitre, Limited. Incorporators: Joseph Savage, accountant; the Honourable Albert Seigny, advocate; Emile Albert Brodeur, mechanical engineer; Yvonne Dufour, stenographer; and Joseph Charles Grant, financier—all of Montreal. Capital \$90,000, divided into 900 shares of \$100 each. Chief place of business, Montreal.

W. J. Bellingham & Company, Limited. Incorporators: Frank Breadon Common and Linton Hossie Ballantyne, advocates; George Robert Drennan and William Patrick Ceragh, stenographers; and Herbert William Jackson, book-keeper—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

The Pratte Pianos Company of Montreal, Limited. Incorporators: Philippe Joseph Antonio Pratte, manager; Cecile Pratte, spinster; Alphonsine Theroux, wife of Antonio Pratte, manufacturer of musical instruments; Corinne Turpin, stenographer; and Benoit Bissonnette, lawyer—all of Montreal. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal.

Le Maison Girouard, Limitée. Incorporators: Wilfrid Girouard, merchant; Antoinette Augustin, wife of Wilfred Girouard; Eugene Brais, commercial traveller; Albani Blanchard, accountant—all of St. Hyacinthe; and Arthur Yvon, of Montreal, lawyer. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, St. Hyacinthe, Que.

The Live Wire Company, Limited. Incorporators: Charles Lawrence Dunbar and Leo William Goetz, solicitors; Helen McTague, student-at-law; John Sutherland, junior, and James Sutherland, insurance agents—all of Guelph. Capital \$100,000, divided into 500 preference shares of \$100 each and 500 common shares of \$100 each. Chief place of business, Guelph.

Alliance Steamship Company, Limited. Incorporators: Frederick Henry Markey, Waldo Whittier Skinner and George Gordon Hyde, K.Cs.; John Gerard Ahern, advocate; and Robert John Forster, secretary—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal.

The Sovereign Production Corporation, Limited. Incorporators: James Richardson Roaf and James Warburton, solicitors; Frederick George McBrien, student-at-law; D'Alton McCarthy Gilpin and Copland William Evans, brokers—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Toronto.

The John T. McBride Company, Limited. Incorporators: Edward Percival Roberts, merchant; Harlow Hulbert Hutchins, manager; and Gertrude Smith, clerk—all of Montreal. William Frederick McBride, merchant; and Horace Albert Hutchins, advocate—both of Westmount, Que. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

Cargill Company of Canada, Limited. Capital \$2,500,000. Registered office, Victoria.

Cargill & Matthews Company of Canada, Limited. Capital \$1,250,000. Registered office, Victoria.

Imperial Grain and Milling Company, Limited. Capital \$2,000,000. Registered office, Vancouver.

Index Mining Company, Limited. (Non-personal liability.) Capital \$200,000. Registered office, South Fork of Kaslo Creek.

Mineral Claims Development Company, Limited. (Non-personal liability.) Capital \$1,000,000. Registered office, Vancouver.

Motorade Company, Limited. Capital \$100,000. Registered office, Vancouver.

Manitoba.

J. C. McNabb & Sons, Limited. Incorporators: Mary Jackson, stenographer; Hubert Judd, hardware dealer; and James Herman Jones, shipper—all of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Winnipeg.

People's Coal Supply Company, Limited. Incorporators: Mary Jackson, stenographer; John Charles Knox, book-keeper; Alexander Farquhar, barrister-at-law; Francis Hubert Judd, hardware dealer; and James Herman Jones, shipper—all of Winnipeg. Capital \$60,000, divided into 600 shares of \$100 each.

TENDERS INVITED.

Australia.

Melbourne, July 26, 1919.—Tender forms and specifications have been received from Mr. C. Hartlett, Acting Canadian Trade Commissioner, Melbourne, for material required by the Postmaster-General's Department, Melbourne, and the Victorian Government Railway Department, Melbourne.

These tender forms are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa, (refer File No. 27603).

Tenders in conformity with the specifications are to be addressed respectively to the Deputy Postmaster-General, Melbourne, Australia, and to the Secretary, Victorian Government Railways, Melbourne, Australia.

Particulars of the requirements are briefly outlined thus:—

POSTMASTER-GENERAL'S DEPARTMENT.

No.	Date of Closing.	Particulars.
1583.	January 20, 1920.	Supply, delivery and erection in Telephone Exchange, Collingwood (Melbourne), Australia, of automatic switchboards together with all associated apparatus, including equipment for use at subscribers' premises as specified.

VICTORIAN GOVERNMENT RAILWAY DEPARTMENT.

No.	Date of Closing.	Particulars.
32537.	November 26, 1919.	20,000 lineal yards of canvas in bolt, as specified.
32564.	December 3, 1919.	Portable electric welding set, 150-amp. capacity, with accessories, as specified.

South Africa.

POSTS AND TELEGRAPH INDENTS.

From the office of the Canadian Trade Commissioner in Cape Town, South Africa, there have been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, copies of indents Nos. 202, 203, 204, and 205, as issued

by the Department of Posts and Telegraphs of the Union of South Africa, and recently transmitted to the High Commissioner for South Africa in London. The requirements represented in these indents include carriers, buffers, petticoats, cushions, dextrine (superior), tablet frames for wall boxes, pencil holders, ink, key blanks, brass labels, locks, numbering machines, paper, pins, pliers, ink ribbons, letter scales, parcel scales, steel stamps, type, wax, brass weights, green canvas, cotton ducks, rings, seaming twine, paper for use with Roneo copier, boxes (pillar posting), boxes (lamp-post posting), coils, valves, suspenders, spindles, bolts (soldering). The indents may be seen at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (refer file No. 18271).

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

2129. **Metal and engineering lines, foodstuffs, chemicals, etc.**—A London firm of importers and exporters, with branches in China, India and the United States, who are mainly interested in metal manufactures, machinery, railway equipment, and engineering supplies, but also maintain a department for handling foodstuffs, chemicals, and raw materials, would be glad to hear from Canadian manufacturers and shippers seeking export connections. A full list of articles and terms, conditions, etc., is on file at the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

2130. **Fruit pulps.**—A jam manufacturing company in the south of England is open to purchase raspberry and strawberry pulp in barrels, and invites offers from Canadian packers experienced in this trade, preferably c.i.f. London.

2131. **Oilcake and cattle-feeding stuffs.**—A London firm who are large and regular buyers of oilcake and cattle-feeding stuffs, are desirous of purchasing regular supplies from Canada, and would be glad to hear from responsible manufacturers and shippers.

2132. **Chocolates and cocoa.**—A London firm in a position to sell large quantities of chocolates of all kinds, and cocoa, wish to get into touch with Canadian manufacturers able to fill orders.

2133. **Molybdenum.**—A London firm who are open to purchase molybdenum, invite offers from actual Canadian producers.

2134. A firm of commission agents in Glasgow, Scotland, writes as follows: "There is to be a trade exhibition in Glasgow in October, and we have booked a stall in which we propose to exhibit Canadian-made products such as windows, doors, sashes, hardwood flooring, builders' hardware, household woodenware such as brushes,

brooms, etc. We are also desirous of getting samples of canned fruits and fish. The only expense to the Canadian manufacturers exhibiting in our booth will be the cost of sending us samples."

2135. **Acetate of lime.**—A mercantile firm in New York city are in the market for a carload of acetate of lime every five days over a period of six months and would like to get into communication with Canadian producers.

2136. **Agencies in Jamaica.**—A Canadian manufacturers' agent who has been in business in Jamaica for six years and in Montreal for eight years, is returning to Jamaica in October, and desires to establish agencies there for goods in general lines. References from Montreal and Jamaica, merchants of high standing, are available.

2137. **Agricultural implements.**—An important firm in Newfoundland wishes to be put into communication with Canadian suppliers of spades, shovels, prongs, etc.

2138. **Canned meats, fruits and vegetables.**—A Nantes-Chantenay firm, one of the largest producers of canned goods on the French market, with a paid-up capital of 5,000,000 francs and fourteen factories throughout province, does business in importing lobster and salmon from Canada, and is desirous of getting into touch with responsible Canadian firms so as to import the best quality of canned meats, fruits and vegetables into France.

2139. **Railway material.**—A French concern located in Paris is desirous of obtaining the agency in France of railway material, such as locomotives, cars, rails, sleepers, ties, iron, steel, etc. Important business assured for all public works material.

2140. **Doors.**—Canadian now domiciled in Paris and representing Canadian houses wishes to get catalogues, with prices of doors, of Douglas fir. Doors wanted are of 36 millimetres (about $1\frac{1}{4}$ inch).

2141. **Representation.**—French importer is desirous of getting in touch with Canadian firms in order to represent them in France in the following lines: Gas and electric apparatus, chemical products, ores, metals, automobiles, machine tools, hardware, railway material, telegraph poles.

2142. Demobilized Englishman intends, in conjunction with another Englishman and a Canadian, to stay in France and do business. They have proposition to make to Canadian sewing machine and needle manufacturers.

2143. **Agencies.**—An Australian expecting to be demobilized very shortly, who is forming a union with five other British subjects in Allied countries, wishes to represent Canadian firms in France. Speaks French and counts on having six travellers. Apart from this he will make proposition to receive samples of Canadian goods for exhibition in showrooms; he expects to open in October at so much per metre for space regardless of whether or not he has agencies for such goods; he states this has brought good results in the case of Australian goods.

2144. An importer of Genoa, Italy, desires to enter into communication with Canadian exporters of lard and bacon, acetic acid, flours and wheats, fish oil, cod liver oil, potatoes, starch, cotton and wool goods.

2145. **Homespun.**—An agent in Amsterdam, Holland, is interested in Canadian homespun suitable for gentlemen's clothing.

2146. **Agencies.**—A gentleman of Christiania, Norway, wishes to become agent for Canadian manufacturers who are interested in having their products introduced into the Norwegian market.

2147. **Dry goods.**—An importer of Christiania, Norway, desires to take up agencies in dry goods for Canadian firms.

2148. A mercantile house in Atmedabav, India, would like to receive communications from Canadian manufacturers of mechanical, electrical and engineering goods, chemicals, general lubricants, etc. Atmedabav is a large cloth manufacturing centre with about eighty spinning and weaving mills. Canadian catalogues are requested.

2149. **Condensed milk.**—An old-established firm in Shanghai, China, wishes to get into communication with a Canadian company manufacturing condensed milk on a large scale. A factory near the Pacific coast, where the rates of freight from factory to seaboard would be reduced to a minimum, preferred. Shipment from Vancouver desired as the milk would not have to pass through the Tropics, as would be the case if it were loaded at New York and went either through the Panama or Suez canal.

2150. **Representation.**—A merchant in Asuncion, Paraguay, with a branch in Montevideo, would like to arrange with Canadian manufacturers to represent them in Paraguay and Uruguay.

2151. **South American representation.**—A gentleman with eleven years' experience in South America, being well acquainted with conditions in all the states, and having a thorough knowledge of language, business customs, legal usage, tariffs, transportation, etc., offers his services to Canadian manufacturers to place their products in those markets.

2152. **Representation for Siberia.**—A firm in Vladivostok, Siberia, are desirous of obtaining representation of Canadian manufacturers of the following articles: Technical supplies and tools, wood-cutting and metal-cutting lathes, agricultural implements, electrical supplies such as wire, cords and wire fixtures, etc., motors, telephones and belting.

2153. **Machinery.**—A firm in Western Siberia is desirous of placing large orders for machinery and tools of various kinds, including agricultural implements, with a firm in Canada having a suitable organization for this kind of business.

2154. **Representation for Siberia.**—A firm in Irkutsk, Siberia, are desirous of securing the representation of Canadian firms producing goods suitable for the Siberian market.

2155. **Machine tools.**—A firm at Vladivostok, Siberia, are desirous of obtaining from Canada estimates, quotations and other particulars for equipping workshops with a full set of turning, polishing and grinding lathes and other kinds of machine tools, also for twist drills, taps, dies, micrometers, etc.

2156. **Technical supplies.**—A firm in Vladivostok, Siberia, are desirous of obtaining from Canada quotations, catalogues and other particulars of all kinds of electrical, telephone and telegraph apparatus, tools and machinery of various kinds.

2157. **Apples.**—An Aberdeen firm are in the market for 3,000 to 4,000 barrels and about 1,000 box apples.

2158. **Apples.**—A Leeds firm are interested in offers of about 2,000 barrels and 5,000 boxes to be distributed over eight to ten shipments.

2159-2160. **Apples.**—Two Manchester firms are interested in offers of boxed and barrelled apples.

2161. **Apples.**—A Manchester firm are interested in offers of boxed and barrelled apples, especially the latter.

2162. **Apples.**—An Aberdeen firm are in the market for quantities up to 5,000 barrels of Ontario apples and are also interested in offers of British Columbia apples.

2163. **Apples.**—A Leith firm are interested in offers of boxed and barrelled apples.

2164. **Apples.**—A Bradford importer is interested in the purchase of boxed and barrelled apples. He particularly asks for British Columbia connections.

2165. **Apples.**—A London firm of importers ask for offers of boxed and barrelled apples. One thousand barrels and 5,000 boxes are suggested as possible quantities.

2166. **Grass seed.**—A Darlington firm who expect to be fairly large buyers of grass seed ask to be placed in touch with exporters.

2167. **Apples.**—A Liverpool firm are interested in receiving apples for sale on shipper's account.

2168. **Apples.**—A Belfast firm are interested in offers of boxed apples.

2169. **Tools, etc.**—A Liverpool firm ask to be placed in touch with exporters of lathes, from 3½-inch centres upwards, handshapers, etc.

2170. **Dynamos, country-house lighting sets.**—A Liverpool firm ask to be placed in touch with Canadian exporters.

2171. **Oil engines, from 1 h.p. upwards.**—A Liverpool firm ask to be placed in touch with exporters of oil engines.

2172. **Apples.**—A London firm are interested in offers of boxed apples.

2173. **Washing machines, etc.**—The London office of an American firm of vacuum cleaner manufacturers desire to secure the agency of Canadian manufacturers of washing machines, ironing machines, and other domestic labour-saving appliances.

2174. **Glass bottles, glassware, etc.**—A London firm desire to get into touch with Canadian manufacturers of glass bottles, pressed and blown glassware, cut glassware, and druggists' and chemists' glassware.

2175. **Bronze powder, aluminium, tinfoil.**—An Australian firm ask for names of Canadian manufacturers of bronze powder, aluminium and tinfoil, etc.

2176. A director of a large British firm of exporters and importers with head offices in London and branch offices in New York, Paris, Amsterdam and Brussels, is on his way to Canada for the purpose of establishing relations with Canadian manufacturers interested in European business and to establish a Canadian office.

2177. **Staple lines wanted in Australasia.**—A large Australian-New Zealand company, with head office in London, are in a position to extensively handle a number of staple lines through their large organization in New Zealand and the three Australian States of Victoria, New South Wales and Queensland. The following list, while by no means exhaustive, indicates some of the commodities their Australian organization could probably handle to advantage:—

Agricultural implements.
Automobiles.
Binder twine.
Biscuits.
Brushes.
Butter boxes.
Cement.
Commercial explosives.
Confectionery.
Engines, gas and oil.
Fencing and other wire.
Fertilizers.
Felt and other roofing.
Fibre boards.
Field cultivators.
Fish, canned.
Flour.
Fruit, canned.
Household ranges.
Jams.
Leather goods.

Leather substitutes.
Matches.
Nails.
Oils and paints.
Overalls.
Pianos.
Pickles, sauces, etc.
Pumps.
Rifles and sporting goods.
Salt.
Scales.
Separators.
Shingles.
Tarpaulins.
Teas.
Tiles.
Tires and rubber goods generally.
Tobaccos.
Veterinary preparations.
Wagons, etc.
Tools.

OPPORTUNITY FOR FARM MACHINERY IN ASIA MINOR.

(Cablegram from Consul General George Horton, Smyrna, in United States Commerce Reports.)

Asia Minor is a promising virgin field for agricultural machinery. For the first time in its history tractor machinery will immediately come into general use.

The country offers unusual opportunities for the introduction of agricultural implements, as large tracts await the plough. Great Britain has an agent already here.

Tractor implements are being sent to Saloniki region with instructors to teach natives to operate and repair; this should be done here.

The Greek Government informs me that it is willing to pay for tractor machines sent over for introductory purposes; and also that it will place an order for 20,000 horse-power to be used by Turkish and other refugees when they return to their farms. Samples suitable for this soil are desired by the Government.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 **R.S.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 **R.S.**—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 **R.S.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 **R.S.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 **R.S.**—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 **R.S.**—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 **R.S.**—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 **R.S.**—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 **R.S. Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 **R.S. Steel and iron products, machinery, etc.**—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 **R.S.**—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 **R.S.**—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 **R.S.**—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 **R.S.**—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S.** Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S.** Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Minnedosa, C.P.O.S. Line, about Sept 16; *Canada*, White Star-Dominion Line, about September 17; *Canadian Miller*, Can. Govt. Merchant Marine, Ltd., about September 20; *Scandinavian*, C.P.O.S. Line, about September 20; *Metagama*, C.P.O.S. Line, about September 24; *Canadian Ranger*, Can. Govt. Merchant Marine, Ltd., about September 24; *Megantic*, White Star-Dominion Line, about September 27.

MONTREAL TO LONDON.

Cornish Point, C.P.O.S.-Furness Line (Furness), about September 11; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about September 13; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about September 14; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about September 18; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about September 18; *Willaston*, Cunard Line, about September 27; *Vardulia*, Cunard Line, about September 30.

MONTREAL TO GLASGOW.

Cabotia, Anchor-Don. Line, about September 12; *Holbrook*, C.P.O.S. Line, about September 13; *Scotian*, C.P.O.S. Line, about September 14; *Salurnia*, Anchor-Don Line, about September 17.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Sicilian, C.P.O.S. Line, about September 12; *Cornishman*, Dominion Line, about September 13; *Turcoman*, Dominion Line, about September 24.

MONTREAL TO MANCHESTER.

Manchester Mariner, Manchester Liners, about September 14; *Manchester Brigade*, Manchester Liners, end of September; *Manchester Corporation*, Manchester Liners, about September 27; *Manchester Hero*, Manchester Liners, about October 11.

MONTREAL TO HULL.

Hambleton Range, C.P.O.S.-Furness Line (Furness), about September 10; *Maplemore*, Furness Line, about September 15.

MONTREAL TO LEITH.

Cairnvalona, Thomson Line, about September 19.

MONTREAL TO DUBLIN.

Ramore Head, Head Line, about September 10.

MONTREAL TO ST. NAZAIRE (FRANCE).

Alston, Can.-French Line, about September 3; *Cape Corso*, Can.-French Line, about September 10.

MONTREAL TO HAVRE (FRANCE).

Honduras, Compagnie Can. Transatlantique (Canada Steamship Lines, Ltd., General agents), about September 17; *Californie*, Compagnie Can. Transatlantique (Canada Steamship Lines, Ltd., General Agents), about October 1; *Wisley*, Compagnie Can. Transatlantique (Canada Steamship Lines, Ltd., General Agents), about November 5.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Pioneer*, Canadian Government Merchant Marine, Ltd., about September 11; *Clan Keith*, Houston Lines, about September 30.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).

Kaikourat, New Zealand Shipping Co., about September 20.

MONTREAL TO BARBADOS AND TRINIDAD.

Canadian Warrior, Can. Govt. Merchant Marine, Ltd., about September 11; *Canadian Recruit*, Can. Govt. Merchant Marine, Ltd., about September 23.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Sailor, Can. Govt. Merchant Marine, Ltd., about September 23.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSEERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaleur, Royal Mail Steam Packet Co., about September 19; *Chignecto*, Royal Mail Steam Packet Co., about October 3; *Chaudiere*, Royal Mail Steam Packet Co., about October 17.

* Buenos Aires only.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG.

Africa Maru, Osaka Chosen Kaisha, about October 4.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Suwu Maru, Nippon Yusen Kaisha, about September 18.**From Vancouver.**

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about September 22; *Makura*, Canadian Australasian Royal Mail Line, about September 30.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Russia, C.P.O.S. Line, about October 2.

VANCOUVER TO YOKOHAMA, KOBE, SHANGHAI AND HONG KONG.

Monteagle, C.P.O.S. Line, about September 15; *Empress of Japan*, C.P.O.S. Line, about September 18.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Melville Dollar, Canadian Robert Dollar Co., about October 3.

VANCOUVER TO UNITED KINGDOM PORTS.

Archilecl, Harrison Direct Line, about October 15.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Tyndareus, Blue Funnel Line, about September 20 (Victoria about October 4); *Cyclops*, Blue Funnel Line, about October 20 (Victoria about November 4).

VANCOUVER TO SAN FRANCISCO AND WEST COAST SOUTH AMERICAN PORTS.

Baja California, Overseas Shipping Co., about September 25.**AMERICAN F.O.B. SHIPMENTS.***(Board of Trade Journal.)*

On account of the misunderstandings that have arisen in the past, the definition of the formula "f.o.b." as applied to shipments from the United States of America, has been discussed by the Melbourne Chamber of Commerce. In view of the various meanings read into the term by American exporters, it was felt that something should be done, and ultimately it was decided to suggest to Australian importers that in American contracts they should distinctly state f.o.b. overseas vessels at New York, San Francisco, or as the case may be. Where the port of shipment is left open it is recommended that the contract should run f.o.b. overseas vessel. This, it is felt, should place the meaning of the term beyond doubt.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Gulana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Willgress, Canadian Government Trade Commissioner, Svetlanskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiansia, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

Report of the Department of Trade and Commerce. (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

Supplements to Weekly Bulletin:

Chinese Markets for Canadian Products.
The Trade of South China.
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Toy Making in Canada.
The Timber Import Trade of Australia.

Patent Office Records. (Monthly.)

Rules and forms of the Canadian Patent Office.
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan (1914).
Export Directory of Canada (1915).
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Out of Print.

Commercial Intelligence Service (Supplement to Weekly Bulletin).
Canada and the British West Indies (1915).
Review of Commercial Intelligence Service (1916).

Bureau of Statistics.

The Canada Year Book.
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:

Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.

Population and Agriculture (Prairie Provinces). (1916.)
Postal Census of Manufacturers (1916).
Criminal Statistics, 1916.
Special Report on Foreign-born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Transshipping from Coasting Craft to Ocean Vessels in Curacao, Dutch West Indies. (See p. 545.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919



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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, September 15, 1919.

No. 815

BRITISH TRADE POLICY IN RESPECT OF IMPORT RESTRICTION.

Board of Trade Announcement.

The Board of Trade on August 22 made the following announcement with respect to import restrictions:—

With reference to the Prime Minister's statement in Parliament on Monday, August 18, on the subject of trade policy, the Board of Trade make the following announcement as to the steps which are proposed in connection with imports of goods from abroad.

Legislation will be introduced when Parliament reassembles in the autumn—

- (a) for the protection of goods manufactured in Great Britain and Ireland against dumping by taking power to prevent the sale in this country of similar goods beneath their price in the country of origin;
- (b) to enable the Board of Trade to check any flood of imports (for instance from Germany) that might arise from a collapse of exchange so disproportionate to costs of production in the country of origin as to enable sales to take place in this country at prices altogether below costs of production here;
- (c) to deal with unstable "key" industries in the following way:—

A limited number of unstable "key" industries will be scheduled, the products of which will be prohibited from importation into this country except on license.

Pending legislation, a general license under the Prohibition of Import Proclamations will be issued by the Board of Trade, having effect as from the 1st September, 1919, and authorizing the importation into the United Kingdom of all goods with the exception of those in the following list, which will be treated as unstable "key" industries:—

- (1) All derivatives of coal tar generally known as intermediate products capable of being used or adopted for use as dyestuffs. All direct cotton colours,* all chrome and mordant colours, all alizarine colours, all basic colours, all sulphide colours, all vat colours (including synthetic indigo), all oil, spirit and wax colours, all lake colours and any other synthetic colours, dyes, stains, colour acids, colour lakes, leuco acids, leuco bases, whether in paste, powder, solution or any other form.
 - (i) Synthetic drugs (including antiseptics).
 - (ii) Synthetic perfumes and flavourings, synthetic photographic chemicals, synthetic tannins, esters and acid derivatives of aromatic hydro-carbine, alkaloids and their salts (except quinine), and the following organic chemicals: acetamide, acetic acid, acetic anhydride, acetyl chloride, camphor bromide, cinnamic acid and its salts, ethylene bromide, formamide, formic acid and its salts, gallic acid, lactic acid and its salts, nuclein, paraldehyde, pyrogallie acid, saccharine or other substances of like nature or use, salacin, thymol.

* All union colours, all acid colours.

(iii) Analytical reagents; and the following fine chemicals: barium compounds, cerium fluoride and fluorides of other rare earth metals, hydrosulphites and allied bleaching compounds, hydrophosphorous acids, iron and ammonium citrate, iron tartarate, molybdic acid and its salts, phosphorous oxides and halogen compounds, salts of per acids and artificial peroxides, silver nucleinate and proteinate, tungstic acid and its salts.

- (2) Optical glass, including lenses, prisms and like optical devices.
- (3) Scientific glassware.
- (4) Illuminating glassware.
- (5) Laboratory porcelain.
- (6) Scientific and optical instruments.
- (7) Potassium compounds.
- (8) Tungsten powder and ferro-tungsten.
- (9) Zinc oxide.
- (10) Lithopone.
- (11) Thorium nitrate.
- (12) Gas mantel and mantel rings.
- (13) Magnetos.
- (14) Hosiery needles, latch.
- (15) Gauges.

In addition to the above, in pursuance of the undertaking given by the president of the Board of Agriculture in the House of Lords on March 19, 1919, the prohibition on the importation of hops will be continued for the present.

It is not proposed to make any additions to the above list unless and until Parliament so determine, with the possible exception that in the event of the contingency foreshadowed in paragraph (b) above arising it might be necessary to suspend temporarily all or any of the imports from the country affected by the collapse of exchange.

The Board of Trade announce, in explanation of the above, that pending legislation a general license under the Prohibition of Import Proclamations is to be issued to cover all goods with the exception of those set out in the list of key industries. In the case of kerosene and benzine (including white spirit), gas oil and fuel oil, this general license refers to total quantity of import, and does not affect the agreement entered into by the Government to limit the number of importing firms for the period of the existence of the Pool Board, and nine months thereafter to those firms which co-operated with the Government to form the Pool Board as a result of which the community received material benefits. The termination of the war organization of the Pool Board as from January 31, 1919, was announced in the press on January 2, 1919. The nine months' period which has to elapse before other firms are allowed to import does not therefore expire until October 31, 1919.

Further, it should be noted that in accordance with the provisions of article 295 of the peace treaty, which requires all the parties to the treaty to adopt the International Opium Convention, the importation of opium and cocaine, except under Home Office license, remains prohibited.

APPLE PRICES IN GREAT BRITAIN.

The following cablegram was received on September 5 from Mr. J. Forsyth Smith, Canadian Government Fruit Commissioner, Liverpool:—

“First very small shipment Duchess Wealthy Gravenstein Liverpool sound maximum English apple prices unchanged embargo removed American pears.”

TELEGRAPHIC SERVICE BETWEEN CANADA AND THE UNITED KINGDOM.

The following cable, dated September 5, has been received by the Governor General of Canada from Lord Milner, Secretary for the Colonies:—

“Arrangements made for deferred telegram service between United Kingdom and Canada via Imperial Cable and Canadian Pacific Railway telegraphs commencing September 10, rates same as those for deferred services by Atlantic cable companies which have been suspended for considerable time. Owing to agreement between Canadian Pacific Railway telegraphs and commercial companies necessary that charge routing fee of four cents for each fully-paid telegram and of 2 cents for deferred (be) handed to Canadian Pacific Railway telegraphs for transmission via Imperial, but sender can get refund from Pacific Cable Board Montreal. Would be glad if your Government would co-operate generally with Pacific Cable Board in making known existence of Imperial cable as Government route for general telegraphic service between Canada and United Kingdom.”

TRADING WITH THE COUNTRIES WITH WHICH WE WERE AT WAR.

With reference to the non-enemy countries referred to in section 3 of the new Customs Memorandum No. 2334-B, published in *Weekly Bulletin* 814 (page 492), persons in Canada are permitted to trade with persons in any former enemy country or occupied territory with whom residents of the United Kingdom have been permitted to trade. In this respect, the Canadian Mission in London cabled on August 28 that it was expected that the new general import license to be issued in the United Kingdom on September 1 would apply to all enemy or former enemy countries except Russia.

Another cablegram from the Canadian Mission dated September 1 reads as follows:—

“Practice here is to allow export without license all goods on Conservation List and not war material.” The Conservation List mentioned is the British list of controlled exports and is not applicable in Canada. The war material is restricted to certain countries. Generally speaking, these are the countries omitted from the list in Section 3 of the Customs Memorandum on prohibited exports referred to above. For the exportation of unrestricted commodities other than war material to any of these countries application may be made for license to the Canadian Trade Commission.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

B. S. Webb, Buenos Aires.. . . .	Now travelling in Ontario.
D. H. Ross, Melbourne.. . . .	Now travelling in Ontario.
W. A. Beddoe, Auckland.. . . .	Travelling in Ontario.
W. J. Egan.. . . .	Now in Toronto.
Harrison Watson, London.. . . .	Will arrive in Ottawa about September 21.
H. R. Poussette.. . . .	Will leave Canada in September on a trip to Oriental countries.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

PROPOSED TARIFF CHANGES IN FRANCE.

Sale of Goods not removed from Railway Stations, Docks, Bonded Warehouses, Etc.

(The British Board of Trade Journal.)

The Board of Trade are in receipt, through the Foreign Office, of copy of a Bill, which was adopted by the French Chamber of Deputies on August 7, providing for the public sale of goods in ports, railway stations, or bonded warehouses which have not been removed by their owners within the proper time limit. The following is a translation of the first three articles of the Bill:—

Art. 1.—Henceforth all packages or merchandise held in railway stations, docks, riverside or maritime wharves, which have not been removed by the consignees within the prescribed period, counted from the receipt by them of a registered notice (the posting fixing the date), shall be sold by public auction. The refusal of the notice shall be equivalent to its receipt.

Art. 2.—All packages and merchandise held in railway stations, docks, riverside or maritime wharves, for which notices to remove have already been sent according to the old form, must be removed by the consignees, without other notice being given, in the month in which this measure is promulgated; failing which the goods will be sold by public auction.

Art. 3.—All merchandise placed in bond or consigned six months before the promulgation of the present measure in bonded or ordinary warehouses must be removed during the month in which this law is promulgated, in default of which they will, without further notice, be sold by public auction.

EXPORTS TO POLAND FOR WHICH PERMISSION IS NOT REQUIRED FROM POLISH GOVERNMENT.

(British Board of Trade Journal.)

The Comptroller-General of the Department of Overseas Trade desires to announce that it has been ascertained from a semi-official source that permission is not required from the Polish Government for the import of the following goods:—

This list is not to be regarded as exhaustive, and it is understood that it is more likely that additions to it will be made than that it will be curtailed.

1. Technical articles—Canvas hose, automatic fire extinguishers, all kinds of rubber articles, articles made of cork, emery and carborundum discs, emery and glass paper, emery and carborundum in powder, graphite crucibles, laboratory and apothecary glass, with grounded-glass stoppers.

2. All wound-dressing articles.

3. Office articles—Pencils, tapes for writing machines and carbon sheets, wax paper for copying, new writing, copying, and adding machines.

4. Electro-technical articles and articles for electrical installations—Electric frying pans, electric lanterns (excepting candelabrum, lamps and lamp globes).

5. Photographic articles—Photographic apparatus, objectives, parts of cameras, negative plates, films, developing paper and chemical preparations, photographic paper.

6. Chemical articles—Printing and lithographic dyes, aniline dyes.

7. Instruments of precision—Surgical, orthopedical, dental instruments (excepting furniture), steel and nickel watches, parts of works of watches and watchmakers' tools, optical instruments, glasses, optical cases and frames, meteorological instruments and appliances, physical, mathematical, and drawing instruments, folding and rolling-up measures and various standard measures, precision scales and weights for same.

8. Musical instruments (wind and string), and strings for latter.

9. Raw materials—Ordinary chalk and whiting, kaolin, sand, and potash, and crystal rock for huts, and borax, raw celluloid.

10. Various manufactured metal goods—Iron goods, files, furniture locks, door locks (Yale), sickles and scythes, hand anvils for sickles, gimlets, workshop bench tools excepting hammers, choppers, axes, pick axes, corkscrews, hooks and eyes for shoes, eyes, fasteners, and other metal parts for saddlery, hanging hooks, nails for upholstery and shoes, buckles, safety pins, hooks and eyes for clothes, needles and pins, steel parts for umbrellas, cutlery.

11. Various thermos and helios.

AUSTRALIAN CUSTOMS DECISIONS.

(British Board of Trade Journal.)

The Board of Trade have received from the Department of Trade and Customs, Melbourne, copy of the following by-laws, amending the list of articles which are allowed entry into the Commonwealth at the rates of duty leviable upon recognized "minor articles" and "machine tools" (as the case may be), viz.—

"MINOR ARTICLES" FOR USE IN THE MANUFACTURE OF GOODS WITHIN THE COMMONWEALTH.
BY-LAW NO. 402.

The following items are added:—

Boots, shoes, and slippers—Fibre board or leather board used in the manufacture of shanks, toe puffs, stiffenings, etc. (provided security be given by the owner that it will be used only for the above purpose, and that evidence of such use will be given to the satisfaction of the collector within six months after delivery by the customs).

The rate of duty leviable upon recognized "minor articles" is as follows:—

Under the British Preferential Tariff—Free.

Under the General Tariff—5 per cent ad valorem.

MACHINE TOOLS AND PARTS—BY-LAW NO. 403.

The following items are added:—

Yarns (for the manufacture of textiles only) and textiles—Backwashing machines, and all component parts thereof, except brushware and leatherware (but not the motive power, engine combination, or power connections, if any, when not integral parts of the exempt machine).

Medicines—Potato flour for use in the manufacture of medicinal tablets (provided that security be given by the owner that it will be used for that purpose only, and that evidence of such use be given to the satisfaction of the collector within six months after delivery by the customs).

PULP PRICES IN BELGIUM.

Mr. G. Langlois, Agent General of the Province of Quebec at Brussels, writes under date August 11 that at the moment all the pulp being imported into Belgium comes from Scandinavia, the ruling prices being as follows:—

Mechanical pastes, from 54 to 56 fr. the 100 kilogrammes.

Raw chemical pastes, from 72 to 82 fr. the 100 kilogrammes.

Whitened chemical pastes, from 115 to 120 fr. the 100 kilogrammes.

These prices are c.i.f. Antwerp.

Mr. Langlois adds that the paper importations are at the present time being made from Great Britain and France. Some manufacturers are already at work, but they supply a small share of the market.

UNITED KINGDOM TRADE WITH LEADING COUNTRIES DURING THE FIRST HALF-YEAR OF 1919.

TRADE COMMISSIONER HARRISON WATSON.

London, August 19, 1919.—The British Board of Trade has now published the customary details of the trade of the United Kingdom with the different countries of the world during the half-year ended June 30, and the figures of this trade, with a selected number of the principal lands, is reproduced in the annexed table.

Although the statistics of the six months overseas trade of the United Kingdom have already been given in the previous report, it seems advantageous to repeat them again here in comparison with the same period for 1917 and 1918.

	1917.	1918.	1919.
Imports..	£500,455,919	£652,241,898	£ 717,034,479
Exports..	251,147,544	246,832,649	334,755,257
Re-exports..	46,246,323	16,778,161	55,435,170
Total..	£797,849,786	£915,852,708	£1,107,224,906

Upon reference to these statistics, it will be seen that there has been a marked increase in imports from Australia, South Africa and the West Indies—while those from Canada have augmented less in comparison—and there have also been increases from Spain, Portugal, the Argentine, and Brazil.

In the direction of exports, there has been considerable expansion with France, Belgium, also Scandinavian countries, and Switzerland, resulting from the gradual lifting of the blockade.

A small recommencement in trade with Germany is another feature of the half-year's trading.

TABLE SHOWING TRADE OF THE UNITED KINGDOM, I.E., IMPORTS, EXPORTS (THE PRODUCE OF THE UNITED KINGDOM) AND RE-EXPORTS (THE PRODUCE OF FOREIGN COUNTRIES, AND OTHER PORTIONS OF THE BRITISH EMPIRE), WITH THE COUNTRIES INDICATED, FOR THE HALF-YEAR ENDED JUNE 30 OF THE YEARS NAMED.

Canada—	1917.	1918.	1919.
Imports..	£ 27,309,793	£ 44,565,654	£ 48,243,296
Exports..	9,121,204	6,577,300	6,270,529
Re-exports..	1,254,668	361,921	514,306
Total..	£37,685,665	£51,504,875	£55,028,131
Australia—			
Imports..	£41,750,248	£33,082,915	£54,172,896
Exports..	10,148,175	10,538,179	13,923,996
Re-exports..	871,433	766,926	609,774
Total..	£52,769,856	£44,388,020	£68,706,666
Union of South Africa—			
Imports..	£ 6,840,130	£ 6,342,484	£11,740,843
Exports..	8,960,182	11,978,892	9,806,247
Re-exports..	478,794	316,040	240,700
Total..	£16,279,106	£18,637,395	£21,787,790
British West Indies—			
Imports..	£2,846,474	£2,658,232	£5,650,965
Exports..	1,098,816	808,460	797,280
Re-exports..	99,886	25,698	40,716
Total..	£4,045,176	£3,492,390	£6,488,961

TABLE SHOWING TRADE OF UNITED KINGDOM, ETC.—*Continued.*

British India—	1917.	1918.	1919.
Imports..	£36,174,110	£44,051,603	£45,635,733
Exports..	28,516,319	28,191,723	27,128,142
Re-exports	460,144	218,916	308,965
Total..	£65,150,573	£72,462,242	£73,672,840
Egypt—			
Imports..	£22,674,018	£35,949,198	£23,850,344
Exports..	7,256,563	13,079,449	7,492,301
Re-exports	140,229	92,857	109,519
Total..	£30,070,810	£49,121,504	£31,452,164
France			
Imports..	£11,587,762	£16,741,560	£19,884,153
Exports..	55,416,450	62,572,630	75,060,068
Re-exports	8,575,655	7,490,509	13,605,342
Total..	£75,579,877	£86,804,699	£108,549,563
Russia—			
Imports..	£ 2,363,488	£1,872,818	£1,815,124
Exports..	15,155,709	109,037	2,634,156
Re-exports	2,041,398	9,326	1,141,000
Total..	£19,560,595	£1,991,181	£5,590,280
Belgium—			
Imports..	£159,735	£114,436	£ 754,316
Exports..	132,996	45,379	19,046,967
Re-exports	13,671	748	5,423,813
Total..	£306,402	£160,563	£25,225,096
Italy—			
Imports..	£ 5,551,442	£ 7,938,422	£ 6,723,573
Exports..	13,277,878	14,286,315	11,711,083
Re-exports	2,398,880	2,149,118	2,275,189
Total..	£21,228,200	£24,373,855	£20,709,845
Sweden—			
Imports..	£4,543,793	£11,245,980	£12,575,277
Exports..	1,261,271	977,096	8,969,901
Re-exports	164,127	45,432	1,979,220
Total..	£5,969,191	£12,268,508	£23,524,398
Norway—			
Imports..	£ 8,315,374	£13,757,553	£ 8,462,498
Exports..	4,380,044	1,680,390	11,069,197
Re-exports	736,604	63,505	822,646
Total..	£13,432,022	£15,501,448	£20,354,341
Netherlands—			
Imports..	£11,786,698	£ 5,487,486	£ 5,117,610
Exports..	9,730,656	7,136,170	11,742,642
Re-exports	2,865,174	288,981	11,158,809
Total..	£24,382,528	£12,912,637	£28,019,061
Denmark—			
Imports..	£10,743,879	£1,947,054	£ 2,119,550
Exports..	3,808,661	979,696	16,342,293
Re-exports	708,219	7,886	3,645,099
Total..	£15,260,759	£2,934,636	£22,106,942
Switzerland—			
Imports..	£5,829,866	£ 8,655,516	£ 4,964,867
Exports..	3,164,137	2,608,482	7,231,431
Re-exports	287,322	304,846	388,788
Total..	£9,281,325	£11,568,844	£12,585,086

TABLE SHOWING TRADE OF UNITED KINGDOM, ETC.—*Concluded.*

Greece—	1917.	1918.	1919.
Imports..	£431,656	£1,043,581	£4,145,386
Exports..	21,524	651,970	2,622,716
Re-exports	559	25,140	113,619
Total..	£453,739	£1,729,691	£6,881,721
Spain—			
Imports..	£11,268,578	£14,470,716	£17,298,499
Exports..	2,677,020	2,048,880	4,955,264
Re-exports	554,024	145,850	763,095
Total..	£14,499,622	£16,665,446	£23,016,858
Portugal—			
Imports..	£2,381,118	£4,787,462	£6,282,427
Exports..	1,729,154	1,710,447	2,804,058
Re-exports	677,576	151,276	467,771
Total..	£4,787,848	£6,649,185	£9,554,256
United States—			
Imports..	£153,380,416	£255,053,607	£249,637,100
Exports..	19,178,741	13,089,663	10,607,035
Re-exports	21,470,808	2,706,518	7,519,746
Total..	£194,029,965	£270,849,788	£267,763,881
Argentina—			
Imports..	£26,850,216	£26,348,051	£33,095,152
Exports..	6,214,155	7,486,901	9,190,260
Re-exports	253,868	73,263	74,282
Total..	£33,318,239	£33,908,215	£42,359,694
Brazil—			
Imports..	£5,607,357	£3,962,260	£ 6,142,830
Exports..	3,436,631	4,170,389	4,710,614
Re-exports	108,082	55,613	117,251
Total..	£9,152,070	£8,188,262	£10,970,695
China—			
Imports..	£4,095,660	£5,154,098	£8,540,381
Exports..	4,135,646	7,887,333	7,135,119
Re-exports	37,215	37,362	39,302
Total..	£8,268,521	£13,078,793	£15,714,802
Japan—			
Imports..	£ 7,328,253	£11,779,340	£13,141,691
Exports..	2,591,827	2,986,031	4,984,979
Re-exports	144,975	422,549	636,585
Total....	£10,065,055	£15,187,920	£18,763,255
Germany—			
Imports..	£1,111	£1,325	£ 9,346
Exports.. . . . .	.....	.....	3,423,991
Re-exports .. . . .	.....	.....	1,590,869
Total..	£1,111	£1,325	£5,024,206
Austria-Hungary—			
Imports.. . . . .	.....	.....	£ 3,363
Exports.. . . . .	.....	.....	227,727
Re-exports .. . . .	.....	.....	13,224
Total.. . . . .	.....	.....	£244,314

COMMERCIAL NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Business Conditions in New South Wales.

Sydney, August 6, 1919.—It cannot be said that any improvement has taken place in business conditions during the last month, the continued shipping strike having had a disastrous influence in effecting further curtailment of commercial transactions.

Thousands of tons of goods which have long been purchased await shipment between the different ports, and naturally merchants will not purchase until they can see their way clear to get rid of some of these accumulations.

Some very necessary commodities such as sugar, salt, rice—to merely mention some of the popular everyday necessities—are extremely scarce, although some of the states are fairly well supplied in this respect. But this is of no benefit where transport means are cut off.

Outside the seamen who are on strike, many thousands are out of employment owing to the shortage of goods required.

Natural Grease in Australian Wool.

Large quantities of the crude fats extracted from wool during the scouring process have been and are still being allowed to run to waste.

The fat derived from the fine wool of merino lambs, if kept separate, requires very little refining, and as a rule could be used almost without treatment as an ingredient of toilet lanolin. This article, which is put up in tubes, is by no means pure wool fat, and often contains only from 15 to 30 per cent of pure lanolin. The pure fat is far too gelatinous and sticky to be accepted as a toilet requisite.

On the other hand, the fats from other wools are so crude that no amount of refining can make them suitable for toilet preparations, and the only purpose they can serve is as an ingredient of lubricants and axle greases.

Within the last few months machinery on the principle of the cream separator has been introduced for treating the grease, and by this means a fairly uniform and suitable raw material will shortly be available for the refiner.

Papuan Oil-fields (New Guinea).

The negotiations which have been proceeding for some time between the Commonwealth and British Governments for the development of oil-fields in New Guinea have been brought to a successful conclusion.

The Imperial Government has agreed to contribute the sum of £50,000 for exploration purposes, and experts are to be sent from Great Britain almost immediately to co-operate with the Commonwealth Government.

Demand for Potatoes in New South Wales.

Owing to the partial failure of this season's potato crop in the state of New South Wales, consumers are dependent on supplies from the adjoining states.

With the increased demand supplies are running short, and at present it looks probable that importations will have to be made from outside sources for September-October shipment.

At the present time New Zealand potatoes are landed in Sydney at a cost of about £13 per ton, but should the Australian demand be too heavy an embargo on exports might be declared.

Some years ago large importations of potatoes were made from the Pacific coast of North America. They were packed in crates and arrived in very good order.

The quantity likely to be required to make up the deficit would probably be about 1,000 tons.

The attention of exporters is drawn to Trade Inquiry No. 2212, in this week's issue of the *Bulletin*.

Newcastle Coal Trade.

The seamen's strike has had a serious effect on the Newcastle coal trade, the figures for the six months ended June 30 showing a decrease of 433,000 tons.

Fixed Prices for Necessary Commodities, New South Wales.

A proclamation has just been issued by the State Governor fixing the highest selling prices, wholesale and retail, for the state of New South Wales of all necessary commodities at the prices ruling in the state on July 21, 1919.

As defined in the Necessary Commodities Control Act passed in August, 1914, the following articles are subject to price fixing:—

Coal, firewood, coke, or any fuel.

Gas for lighting, cooking, or industrial purposes.

Any article of food or drink for man or for any domesticated animal.

Any article which is used or enters into the composition of any of the foregoing.

The Act provides that any person who sells or offers for sale any necessary commodity at a price higher than the declared price is liable to a penalty of £100, and must also refund the excess price to the purchaser, and any person who refuses to sell at the declared or lower prices any necessary commodity in his possession in excess of his family requirements for six months is liable to a penalty not exceeding £100.

The duration of control under the Act is for the period of the war, and for six months after the proclamation of peace.

Increase in Cost of Living in Australia.

The increase in the cost of food and groceries on June 30 last as compared with prices existing at the date of the outbreak of war was greatest in the state of Queensland (60.6 per cent), followed in the order named by New South Wales (52.8 per cent), Victoria (41.7 per cent), Tasmania (41.3 per cent), West Australia 38.7 per cent), and South Australia 37.9 per cent).

Taking thirty large towns as a whole, the increase from July, 1914, to June, 1919, amounts to 46.6 per cent.

Enamelled and Aluminium Kitchen Ware.

Prior to the commencement of the war the bulk of the good enamelled kitchen ware was imported from Europe, consequently a few months after that period supplies were exceedingly scarce, and the market later on was flooded with very inferior articles, most of which come from the East.

Prices were high and the quality low, and the natural result was that consumers turned their attention to other manufactures, notably aluminium articles. Although the price was much higher, owing to their greater lasting qualities, and there being no danger of finding chips of enamel in the food, it came to be recognized that it was the cheapest ware in the end.

Within the last few months some shipments of Canadian enamelled ware have appeared on the market and the goods are generally well spoken of, with the exception of kettles. These are not altogether suited for Australia. It may be safely said that most of the cooking in the large centres is done on gas stoves. Consequently a kettle with a wide spreading bottom to catch all the heat is preferred, whereas the kettles exported were more suited to fit into fuel stove openings. Of course there is

a certain demand for this shape, but the other is the largest. The handles of the kettles exported were decidedly flimsy. This is one serious fault of aluminium ware. Attention is not paid to the making of the handle at its junction with the utensil sufficiently strong, and when it breaks away it renders the article useless.

Boot Manufacture in New South Wales.

In the manufacture of military boots during the war Australian manufacturers built up a good reputation for make and quality. As a natural corollary orders have just been received for the manufacture of 100,000 pairs of boots for European requirements.

Housing Accommodation, New South Wales.

The scarcity of houses in the large centres of population in the state of New South Wales is so great that the State Government is seriously tackling the problem. Some years ago a number of houses were erected in connection with a State housing scheme, but it was not extended as far as was intended. Quite recently it was decided to proceed further, and with that object in view a "Minister for Housing" has been permanently attached to the Cabinet.

New South Wales Finances.

The New South Wales public accounts for the year ending June 30 last show a further substantial growth in both revenue and expenditure. The following is a comparison of the totals for the two last years:—

	1917-18.	1918-19.
Revenue	£21,684,126	£24,493,149
Expenditure	21,660,301	23,278,381
	£23,825	£214,768

AUSTRALIAN INDUSTRIES STARTED OR STIMULATED THROUGH THE WAR.

Acting Trade Commissioner C. Hartlett writes under date August 5 as follows:—

In common with other countries during the war period, Australia was forced to rely on home sources of supply for a great many articles previously imported.

The Australian Bureau of Science and Industry has issued the following list of industries which have been started in the Commonwealth since the beginning of the war, or the output of which has been stimulated as a result of the war on account of the difficulty or impossibility of importing supplies:—

Electrical material.—Battery renewals; storage batteries; ironclad circuit breakers, conduit tubing and fittings; controllers for alternating and continuous current motors; dynamos; electro-medical apparatus; electric fittings; electric fans; porcelain fuses; ironclad and cart-ridge fuses; porcelain insulators; lead plates and batteries; mica for electrical purposes; motors; electric radiators; grid type resistances; starters for continuous current motors; ironclad and knife switches.

Machinery, Hardware, etc.—Annealing pots for wire annealing; carbon steel castings from 10 per cent to 1 per cent; chrome vanadium ingots for forging into piston rods; high speed reciprocating steam engines; semi-Diesel crude oil engines for stationary and marine work; ferro-alloys such as ferro-silicon; ferro-chrome; ferro-manganese; steel furnace jackets for copper furnaces; grinding machines; Huntingdon mill rings and other parts for grinders and crushers for ores varying from medium to hard carbon steels; hydraulic cylinders; hydraulic jacks; lifting jacks; lathes; cast steel locomotive frames; machine tools; mechanical stokers and spare parts and links for same; moulding machines; power pumps; semi-rotary pumps; spray pumps; refrigerating machinery; charcoal retorts; road rollers; alloy steels for manufacturing chrome steel roll shells; wearing plates, etc., for grinders and crushers; steel manganese for dredge pins and brushes; mantels; concaves; haunch plates and other manganese steel parts; tar extractors; tar stills with rectifiers; well boring tools and bits; weighbridges; metal and wood parts for agricultural machines; ammonia flanges; axles and axle boxes; bag

and trunk fittings; brass, copper and nickel bars and sheets; bedstead castors; boiler mountings; bolts, studs, set screws and nuts; builders' brassware; boot heels, discs and protectors; box strapping; buffers; cabinetmakers' ironmongery and brassware; chain grate stoker links; malleable chain links; coal skips; coffin furniture and fittings; drop forgings; elbows and couplings; elevator buckets; enamelled hollow-ware; rails, fishbolts and fishplates; gas cylinders; gates; steel nails for grinders; harness mountings; heel tips; field hoes; butt and toe hinges; drop forged and machine-made horseshoes; instrument board panels; electric gas and flat irons; lamp bases; latches; lathe chucks; locks; motor car parts, bonnets and fittings; brackets and fittings; carburetors; chassis decking; dash plates; mudguards and brackets; scuttle dash panels; stepboards; step iron brackets; wind screens; ploughshares and mouldboards; plough seats; poles; rabbit traps; school desks and seats; bright steel shafting; driving gear for sheep shearing stands; ship plates; skylight fittings; sockets; spindles and brackets; chilled steel shot for stonecutting; steel bars; angles; beams; girders, plates, channels, etc.; swingle bars; malleable tees; toe plates; toe and heel boards; tools and dyes; trench mortars and tools; brass, copper and auto welded steel tubing; locomotive tires; railway and tramway carriage tires; valves for high pressure boilers; washers; wheel flanges and hubs; window balance fittings; bolting and bookbinding wire; coppered and tinned wire; copper wire; slugging and fencing wire; netting and nail wire; wire drawing machinery; wire cutters; wire rods; wooden handles for tools; yokes and trees; electrically welded chains; wire drawing chains; wool scouring machines; wool dyeing machines; piece dyeing machines; paddle dyeing machines; wool opening machines; sewing machines; warp machines; broadwashers; gauges and small tools; dry steam blowing and exhausting machines; hank winders and presses.

Chemicals, paints, etc.—Alcohol absolute; amyl acetate; powder and liquid cattle and sheep dips; collodion, flexible; collodion, photographic; collodion, surgical; dyes from Yacca gums; ethyl acetate; ethyl chloride; ether anaesthetic; ether ozonio; ether sulphuric; sulphate of ammonia; pitch and pitch compounds; benzol; solvent and heavy naphtha; carbolic acid; cresylic acid; sublimed naphthalene; moth balls; naphthalene tablets; wood preserving oil; creosote oil; pan oil; ant exterminators; black ships' varnish; wood and floor stains; weed killer; fruit spray oil; wood and sheep branding oil; deodol; carbolic disinfectant powder; latrinol, phenyl disinfectant; distilled tar and oils; high speed tool cutting compounds; rust removing oils; carbolic acid crystals; fruit sprays such as arsenate of lead; arsenate of soda; antimony sulphide; benzol emulsion; lime sulphur solution; refined white and grey arsenic, etc.; hyposulphite of soda for photographic work and tanning; anhydrous sulphate of soda; glauher salts; mineral wool; leaded oxide; litharge; white paint lithopone; electrolytic zinc; zinc oxide; bluestone; compressed tablets and pills, tinctures, liquors; infusions, elixirs, decoctions; ointments; liniments, syrups, emulsions, laboratory metal work and equipment including balances and scales; whitelead, paint and varnish.

Miscellaneous.—Corrugated paper; paper boxes and cartons; cardboard containers for food-stuffs, etc.; cardboard for insulating purposes; fibro-cement and slates; hosiery similar to that imported formerly from Germany; monolithic plaster sheets; mica chimneys; mica for general purposes; paper-pulp; roofing tiles; typewriter ribbons and carbons; doll making; 3-ply wood.

Eucalyptus Fibre.

A method of utilizing the bark of a large variety of eucalyptus trees for commercial purposes in Australia is reported to have been discovered by a local resident.

It is claimed that from the bark there can be made a fibre suitable for the manufacture of twine, rope, and bagging of a quality equal to, and at half the cost of, the best flax and Indian jute goods. The inventor of the process has been experimenting with the bark for fifteen years and now has available for inspection in his factory near Melbourne samples of twine, binder twine, light and heavy rope, and bagging from which bags for onions, potatoes, wheat and wool can be made. It is said that every particle of the fibre can be used either in the manufacture of the articles named or as waste for furniture stuffing, fibrous plaster work, packing refrigeration chambers, etc. So far as can be ascertained, the bark is first passed through a "softening" machine, which loosens out the fibres, and then through carding and spinning machines which have been adapted to the purpose. It is claimed that in the process the three main essentials in fibre production—staple of good length, a strong and durable product and low cost of manufacture—have been fully complied with and demonstrated by the samples produced.

If the claims as to low cost of production, quality and utility of the articles made from such bark can be substantiated on a large scale of manufacture, the commercial possibilities of the industry would be very great. The supply of raw material is practically inexhaustible and can be had for the mere cost of gathering and transportation to factory.

SIBERIAN CONDITIONS AS DESCRIBED BY THE HON. RAYMOND E. HUBBARD, BRITISH COMMISSIONER FOR SIBERIA.

A letter has been received from Hon. Raymond E. Hubbard, the British Commercial Commissioner for Siberia, in which he gives the following information regarding conditions in Siberia.

In order that Canadian manufacturers should be able to do business in this country, three conditions are in his opinion necessary, viz.:—

1. A recognized Government which is capable of maintaining law and order.
2. A stable rate of exchange.
3. Transportation facilities for the conveyance of goods into the interior.

At present none of these conditions exist.

The limited amount of available freight cars are practically all taken up for military and Government requirements, so that private traders have great difficulty in obtaining any facilities. In addition to this the line is constantly being cut. A short time ago trains were being frequently wrecked by bands which pulled up the rails, and on my journey to Omsk I counted six wrecked trains in one day. The position in this respect is now better.

The abnormal exchange fluctuations and the difficulty of obtaining foreign exchange at any rate practically precludes the purchase of goods abroad.

Although the situation at present is such as makes it practically impossible for Canadian goods to be sold here, I think it would be a great mistake to regard Russia as a hopeless proposition. It is inconceivable that a country covering a sixth of the world's territorial area should continue in its present disorder. The danger to the rest of the world necessitates every effort being made to rectify the existing state of Russia. There is a great lack in the interior of manufactured articles of every description which must be supplied from abroad. The country which has studied the conditions and requirements of Russia the most thoroughly will be in the best position to supply this demand, and it is during this time when actual trading is practically impossible that these investigations should be made.

British commercial reputation is very good in this country, and the desire to trade with Britain and the dominions is frequently expressed.

SIBERIAN MINING INDUSTRY.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, July 15, 1919.—The well-known American mining engineer, Mr. C. W. Purington, has contributed a few notes in the local newspaper *Echo*, regarding the mineral wealth and development of the mining industry in Siberia. Mr. Purington has for many years been connected with mining enterprises in Siberia, notably the placer gold mining on the Lena river. The following notes on the mining industry of Siberia should therefore prove of interest to Canadians.

RECENT DEVELOPMENTS.

The years 1907 to 1915, inclusive, witnessed a remarkable activity in the development of a few of the gold and base metal deposits of Siberia and the Urals, under the auspices of British capital and the technical control of American engineers.

COPPER.

The Kyshtim Mining Corporation, Ltd., was built up from the ruins of a semi-defunct Russian company which had mined copper in a desultory way for a period of

nearly a century before 1919. About £900,000 sterling was raised in London by means of debentures, and pyritic smelting of the ore was introduced from abroad. This was found to be the salvation of the property, and under the able direction of Messrs. T. J. Jones, R. Gilman Brown, D. P. Mitchell, and H. H. Knox, the Kyshtim from being an abandoned mine became the largest copper producer in the Russian Empire. In 1916, the last full producing year, the output approached 15,000,000 pounds of metallic copper annually. This, although large for Russia, is only from one-quarter to one-tenth the output of the large "porphyry" copper mines of the United States. A considerable output in gold was obtained yearly as by-product.

The published reports indicate that when the mine was closed down owing to "nationalization," some 3,000,000 tons of 3 per cent ore still remained as reserve, established by development. Much of the ground is still unprospected, and besides important iron deposits which are worked on the property an important discovery of nickel ore has been made.

The cost of producing copper at this property pre-war compared very favourably with the average cost at American copper mines. Following the political crash in Russia, the cost became prohibitive, and at the present time, since only destructive and no constructive work is in progress in the Urals and in Russia, there is no demand for the product, even did the political conditions allow of the property being operated. It will probably take from three to five years to restore this property to its former productiveness, even after the restoration of peaceful conditions in the Urals.

OTHER COPPER MINES.

Other copper-mining properties in the Urals were Sissert Company, Ltd., the Verk-Isset Company, the Bogoslof Company, the Revdinsk Company, and the Tanalyk Corporation, Ltd. In the Kirghese steppe region the Albazar Mines, Ltd., and the Spassky Company, Ltd., also operated in a small way. The last three mines mentioned were largely controlled by British capital.

Both the Sissert and the Revdinsk properties near Ekaterinburg were in the development stage, but with good promises for the future, the ore being in many respects similar to Kyshtim. The Tanalyk property in the Orenburg district, although started as a copper mine, was proving to be a more important producer of gold than of copper when operations were suspended in 1917.

A most important copper deposit of the "porphyry" that is disseminated ore variety—is stated to have been partially prospected by drilling by the engineers of the Irtysh Corporation. This property is situated adjacent to the Ekibastus coal field to the west of Pavlodar. In the published reports the company has merely referred to the deposit in a general way, but it is said to be of large dimensions.

SUMMARY OF COPPER PRODUCTION.

Altogether the production of copper in Russia and the Caucasus in pre-war days was small, not filling the demand. It was infinitesimal as compared with what will be possible when the known deposits are exploited. Siberia, unquestionably the world's greatest storehouse of copper as well as of gold, produced practically no copper previous to the closing down of the industries due to the revolution. The Spassky Company above referred to produced a few million pounds annually, but with this exception the writer knows of no copper produced in Siberia.

It should be noted that the price of copper in London has dropped during the past eight months from £153 per ton to about £77 at last advices, so that notwithstanding the bounty of £23 per ton given by the Russian Government to copper producers, it is not likely that domestic producers will be able to compete with imports for some years to come. Probably the first successful copper mining on any considerable scale will be in the porphyry deposits, which can be mined by open cut with steam shovels, a minimum of hand labour being required.

LEAD, SILVER AND ZINC.

The two well-known base metal districts of Siberia are the West Altai and the Nerchinsk-Argun regions. A much less known region recently developed for the production of zinc is the Te-Tu-He region about 200 miles north of Vladivostok, only 20 miles inland from the seacoast.

Notwithstanding the fact that the Nerchinsk mining district was known over two hundred years ago, it, like the Altai region referred to, is still in the development stage. Both these districts are extensive, as large as whole states in the United States or Mexico, and contain deposits which are of great importance.

They have both been held since discovery as the private property of the Russian Crown, only lately abolished.

An antique system of administration retarded the development of lead and zinc mining in both the Altai and Nerchinsk regions and stifled any attempt at industry. A certain amount of silver was produced from rich surface ores, during the past century and a half, largely by forced labour.

THE IRTISH CORPORATION.

In 1912 the Russo-Asiatic Corporation, Ltd., was formed in London, and Mr. D. P. Mitchell was sent to examine the so-called cabinet concessions in the West Altai. He selected as the best of the three largest mines, the Ridderski Kope, situated about 50 miles northeast of Ust Kamenogorsk. A lease was obtained from the cabinet of the late Emperor, and the Irtish Corporation, Ltd., with a capital of £2,000,000, was founded to develop and operate this property. This company also obtained the control of the Ekibastus coal mines, formerly part of the Popof properties west of Pavlodar, and connected with the Irtish river by 50 miles of standard-gauge railway.

In the past five years up to 1917, another railway has been constructed by this company connecting the Riddersk and Sokolni mines with the Irtish river, coke ovens and zinc retorts have been erected, a concentrating plant has been erected at the mines, and a large amount of development and diamond drilling has been accomplished on the ore deposits. Some of the best mining and metallurgical talent has been employed in developing the process for treatment of the complicated base ores, and all preparations were made for a regular and profitable output of zinc, lead, silver and gold, which are the four principal recoverable methods present in the ore.

It is estimated by competent engineers that the amount of ore in sight at the Riddersk and its neighbouring mine, the Sokolni, was sufficient on a conservative basis of cost to net the shareholders £10,000,000 in the course of ten or twelve years after operations were well under way. This was only estimating ore to a moderate depth in two deposits, while over twelve other deposits of the famous "hornstone" were known on the property where surface indications were of a similar character to these developed mines. Besides this the coal mines of the company were under competent management and a large amount was spent in preparations for an assured annual production, both for coking purposes in smelting the ores, and for filling contracts with the Trans-Siberian railway.

It should be noted that the estimated production of the Riddersk mine in gold merely as by-product amounted to £1,000,000 annually, or as much as the average production of the Lenskoie Gold Mining Co., previous to 1915, which produced 25 per cent of the output of Siberia.

DEVELOPMENT OF THE ALTAI.

It is one of Russia's unwritten tragedies, not yet realized but none the less true, that this fine fabric of industry, the production of the considered thought and well-directed energy of high-class specialists, should be brought dangerously near the verge of destruction just on the eve of its fruition, by the senseless acts of those who stood to gain the most from it.

Other portions of the Altai zinc-lead domain have been under development by the Russian Mining Corporation, Ltd., of London, and this company in 1916 made copper discoveries on its property which may prove of importance.

Altogether it is stated that over four thousand prospects exist in the Altai region showing lead-silver values, only a very small percentage of which have been worked or even looked at during the past three or four decades.

TRANS-BAIKALIAN REGION.

The Nerchinsk mining region, known to English readers since the time of Robinson Crusoe, who may be said, if one is to believe Defoe, to have been the first trans-Siberian traveller, has not been the object of modern development. There are indications that it may yet become the seat of profitable base metal mining, and it is perhaps fortunate for the future Siberian commonwealth that this great area has, as it were, been protected from half-hearted private exploitation in the past by the old cabinet system under which the convicts only "gophered" out of the rich streaks of silver ore near the surface and did not attempt any systematic mining of the important low grade bodies of lead and zinc.

THE COAST REGION.

The coast region, as has been stated, affords the Te-Tu-He zinc mine, which has produced in the past few years a notable quantity of high grade ore, and is not unlikely to be of importance in the future for the production of mixed base ores on a considerable scale. This region has the great advantage of being on the seacoast and therefore is not dependent on domestic market for its concentrates and spelter produced. Ample deposits of coking coal are also available in the vicinity; therefore should the region of these ores prove extensive it is highly probable that the southern Sikota Aline may become the seat of an important lead and zinc smelting industry.

HISTORY OF GOLD MINING IN SIBERIA.

Alexander von Humbolt is authority for the statement that gold has been mined in Siberia since the time of Herodotus, and the probability is it was mined many centuries before that historian was born. All travellers in the southern Altai agree that ancient workings are numerous, although dates are not assigned. It is practically certain that much of the gold wrought into personal ornaments by the Greeks of the Chersonese found its way there from the Altai.

The recorded production of Siberia and the Urals since the middle of the eighteenth century is something under £300,000,000, and with the thieving and illicit production which is the invariable accompaniment of gold mining, one may place the output during this historical period at not less than £400,000,000. The greatest single contributions to this output have been from the North Yenisei district and the Vitim district, which may be estimated at £50,000,000 and £80,000,000 respectively.

In 1755 a twelve stamp mill was erected by a German engineer at Gereozovsk near Ekaterinburg. The property on which this mill operated has continued to produce both quartz and placer gold with more or less regularity up to the present day. Up to 1820, when location of claims was first allowed by private parties in Siberia, the Urals produced most of the gold recorded. Quartz mining was never an important factor, and placer mining became the greatest source of the metal.

In the late thirties the North Yenisei came into prominence, and several years before the discovery of gold in California this district was producing at the rate of from £1,000,000 to £1,500,000 per year. About 1842-50 deposits became exhausted according to the standard of work carried on, and the miners migrated east. One Trapeznikof located a claim on the Homolko river, a branch of the Zhyua, in the Olekma district in 1847, and there was a rush to the district now famous the world over as the Lena gold district.

THE LENA GOLDFIELDS.

It was not, however, until 1867 that Michael Sibiryakof located the famous Blagoveshensky mine on the Nakatami, a branch of the Bodaibo creek, tributary to the Vitim, and is said to have found by chance the deep-lying gravel which has since made this stream and the Bodaibo known wherever placer mining is talked of. The claim mentioned proved the richest gold gravel area of which we have record in the world, 1,000,000 cubic yards of bedrock gravel having produced £3,330,000.

The fame of Bodaibo creek, which may be safely estimated to have produced over £40,000,000 in forty miles of length, is too well known to need description. Really considered, it is but a fraction of the gold-bearing territory of the Vitim and Olekama districts, and although worked out by the present Lenskoie Company, there still remain important reserves of gold to be worked by modern contrivances.

Up to 1914 the methods pursued in mining the drifting ground by the Lenskoie Gold Mining Company were of that archaic description introduced into the Urals by some disciple of Agricola in the time of Katherine the Great. The so-called washing machines were of great historic interest, and one regretted that on account of their bulk it was impossible to transport them to some museum of antiquities in one of the world's great capitals.

THE LENA OUTPUT.

Fortunately in 1913 Mr. Reuben E. Smith, a mining engineer and specialist on placer mining, was engaged by the company. He at once set to work to improve the methods employed, and in the course of three years in the face of most intense opposition by the Lenskoie board and many of the local officials of the company, succeeded in greatly reducing the cost and increasing the gold output. Stealing of coarse gold from the drift faces and dumps, which had for several years past averaged £300,000 annually, was reduced to less than \$100,000 in 1915. This was the result of the introduction of all-the-year washing of gold instead of exclusive summer washing as formerly. A most ingenious system was developed by Mr. Smith, which allowed of the gold being washed every day of the year even at the record winter temperature of 1914-15, when on the coldest day 88 degrees below zero Fahrenheit was recorded.

By this and other improvements, introduction of standard Alaska sluices, the saving of fine gold which had formerly been lost, the output was gradually raised until in 1915 the record output of this property of £1,800,000 in gold was recovered in one year. This in fact was the largest output in that year of any gold mine, either quartz or placer, in the world.

Underground improvements such as the recovery of timber put into the workings, the reduction of man and horse-power and all-round general cost-cutting factors had been introduced, and the Lenskoie property so far as working cost and production was concerned, was getting fast in line with the world's well administered mines. But unfortunately the board at Petrograd had engaged the doctor when the patient had nearly expired, and the inevitable fact remained that Bodaibo creek was worked out. Therefore, irrespective of any political disturbances, the Lenskoie output began to decline in 1916 and has steadily done so since. Although it is reported that the property is still being operated, the 1919 output will probably not reach more than 20 per cent of the 1915 output.

OTHER GOLD-PRODUCING AREAS.

New discoveries of drifting gravel are reported from eastern areas of the property remote from Bodaibo. While it is possible that these will lend for a time a new drifting life to the property, a thorough liquidation of the present organization will be necessary before even the richest gravel can be worked at a profit. Ancient poodage rights, imports, etc., exist on many of the best claims, serving to handicap their profitable exploitation even were all the unnecessary overhead charges eliminated.

Outside of the Lenskoie Company, the output of any one mine in the Siberian or Ural territory is insignificant. The aggregate pre-war annual output of Russia was from £5,000,000 to £6,000,000 in gold. This was less than the daily cost of the war to Great Britain. Of this sum, the Lenskoie Company annually contributed from 25 per cent to 30 per cent. Thus, notwithstanding the fact that Siberia promises to be the world's great gold-producing country of the future, it may be said to be at the turning point, where the alluvial gold is largely worked out and the initiation of quartz mining and the obtaining of gold as a by-product from base metal mines has not commenced.

FUTURE OF SIBERIAN GOLD MINING.

To select the areas where deep mining will be possible, and to develop the deposits and select the proper processes for extraction of the metal, will require the services of foreign engineers from America, South Africa and Australia. There is no intrinsic reason why Siberian output will not eventually equal or even exceed the present annual output of the Transvaal, but the evolution of the industry will be slow as it has been in other countries.

Gold dredging, which has attained success in other countries, will also have a wide field, but up to the present it has hardly commenced. Out of some fifty dredges which have hitherto been installed in various districts in Siberia, only about five are of any value as machines. Two of these are on the Pacific coast at the property of the Orsk Goldfields, Ltd., and three are in the Urals at the property of the Nikolai Pavdinsk Company. Gold dredges are not only significant in increasing notably the gold production of a region when they are installed in multiple units on very large areas, since the recoverable tenor of the gravel on which they operate is generally very low—a few pence per cubic yard.

PLATINUM.

The writer is credibly informed that twenty-seven so-called platinum dredges in the Ural region, mostly on the Iss and Tagil fields, were sunk during the political disturbances, included the Pavdinsk dredges of the Marion Steam Shovel Company's manufacture. One may say that the loss of these mechanical contrivances is not greatly to be deplored. For the sake of the future of the platinum industry it is to be hoped they will remain scrapped and be replaced by modern dredges.

The entire platinum output averaged pre-war about 150,000 ounces troy annually and so far as can be gathered sunk to 80,000 ounces in 1917. The Iss field, by far the most important, if worked intensively by dredges for ten years with an annual output say of 300,000 ounces, would probably be exhausted. It is not likely that other platinum fields will be discovered either in the Urals or elsewhere to take the place of this field when exhausted. It is also possible that certain zones of the Iss dunites may be found workable as a rock-source of platinum since it is known that the platinum occurs in the dunite in recoverable quantity. The same may be said regarding the adjacent less important fields of the Pavdinsk estate and the Tagil.

The writer does not attempt to touch on the subject of coal and iron deposits or of the great group of non-metallic mineral products, since these subjects merit treatment in separate articles.

ESSENTIAL OILS OFFERED FROM AUSTRALIA.

An Australian exporter of eucalyptus oil and other essential oils would like to get in touch with Canadian importers of these products. His address will be furnished on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to file No. 15676.

THE PROSPECTS FOR CANADIAN APPLE IMPORTATIONS IN SIBERIA.

In response to inquiries, Trade Commissioner L. D. Wilgress, Vladivostok, writes under date August 14, respecting the prospects for Canadian fruit importations into Siberia:—

Three years ago a British Columbia firm made a trial shipment of 100 cases of apples to this port. The shipment was fairly successful, although complaints were made regarding the packing. The question of packing is of a very great importance for goods destined to this country since rough handling and a cold climate must be allowed for.

The general opinion of the trade here is that there cannot be any very great future for a trade in fresh apples with Canada; the competition with Japan is considered too keen and the prices too low to permit of Canadian shippers doing a profitable business. While the Canadian apple is of a superior quality, principally a cheap fruit is required in Siberia. Before the war Turkestan apples were competitors in better grade with those from Japan.

I have interviewed firms here regarding present prospects for sale of apples, and while they do not think that there will be any opening under present conditions for the sale of fresh apples from Canada, they call attention to the demand for dried and canned fruits.

According to the tariff of 1915, duty on apples was roubles 1.20 a pood of 36 pounds. This duty is liable to revision at any time. It is considered that the best season for the import of fresh fruit on the market for competition with Japan is the autumn or early winter.

In view of the abnormal conditions prevailing at the present time it is not possible to give further details regarding the trade in fresh fruit with Siberia in normal times, but the above particulars will be of value.

[A list of the principal importers of fruit in Vladivostok may be had on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (quoting file 18789).]

OVER PRODUCTION OF FERRO-CHROME IN FRANCE.

The following statement regarding the production of ferro-chrome in France has been received from the office of the Commissioner General of Canada in France.

Having received a letter asking what market there would be in France for Canadian ferro-chrome, inquiry was made. The Ministère de la Reconstitution Industrielle (Direction des Matières Premières), 74 Avenue des Champs-Élysées, Paris, made the following statement: "I beg to inform you that France has always been an exporter of ferro-chrome, both ordinary and refined, the production of its factories greatly exceeding the national consumption. Our electro-metallurgical works also manufacture the other ferro-alloys (tungsten, molybdenum, nickel, etc.), in sufficient quantities."

A letter from the Comptoir Français de Ferro-Chrome, 7 Avenue du Coq, Paris, addressed to the Union des Industries Métallurgique et Minières, 7 rue de Madrid, Paris, said: "We beg to return herewith letter from the Commissioner General for Canada which was enclosed in yours, and would ask you to advise him, in connection with his request for information concerning the market in France for ferro-chrome and other ferro-alloys manufactured by Canadian works, that said works stand no chance of success, for the electro-metallurgical industry of this country, by reason of its large production, is itself obliged to find a market in foreign countries for its production of ferro-alloys of all kinds. In short, the production in France of these alloys exceeds the country's requirements, and the stocks actually available in the

works are sufficient to cover the needs of the French market until the beginning of next year and even beyond that time. We would add further, that our electro-metallurgists have taken steps so that the French Government will close the market for ferro-alloys to all foreign importation."

Mr. Antonin Parouty, chemical engineer, 11 Rue de Prague, Paris, said: "The factories that have been engaged in producing ferro-chrome, many of them 15,000 horse-power, have been all obliged to close down, and many of them are considering manufacturing something else, if they have not done so already. These factories are splendidly installed and mostly in the French Alps, i.e., in the Departments of Savoie and Hautes-Alps (Douphiné and Grésivaudan)."

SUGGESTIONS AS TO SHIPPING TO NEW ZEALAND.

Epecially prepared by Mr. W. A. Beddoo, Canadian Trade Commissioner to New Zealand.

QUOTATIONS.

All quotations should be C. I. F. and E., otherwise the importer cannot cost the goods, having no means of ascertaining railrage rate from the factory to the shipping port.

DOCUMENTS.

It is desirable that all documents affecting shipments reach consignees in New Zealand not later than the steamer carrying the freight.

INVOICES.

The custom followed by New Zealand importers is to have Invoice and Draft attached to the Bill of Lading. (Draft sight or otherwise as arranged.) These documents are held by the Bank and the importer notified. Time is given to verify same and compare with ship's manifest, after which the documents are exchanged for the amount involved.

New Zealand importers object, except in special cases, to establish credits.

DRAFTS.

The importer is not concerned as to the bank through which drafts are presented, although he would prefer to deal with his own bank. All Canadian banks have their correspondents in New Zealand, so this presents no difficulty.

SHIPPING.

The packing of goods should be consistent with their character, strong but not unnecessarily heavy, thus keeping dead weight charges at a minimum.

Shipping 10,000 miles provides a severe test as to competent packing.

Consideration should be given to any suggestions in this regard by the importer, who is best able to indicate what the trade requires.

Markings should be distinct, and in plain gothic letters of a size commensurate with the case.

In the case of small tinned goods an attractive label, with brand distinctly marked, does much to assist the importer in making sales.

SAMPLES.

An importer so far away from source of supplies must be provided with samples. A good range, with prices and numbers distinctly marked on each article, is essential.

When sending samples of value, the office of the Trade Commissioner in New Zealand should be notified so that he may see they fill the purpose for which they were sent.

It is important that all goods be equal to samples. One mistake will create suspicion and permanent business will be lost.

CORRESPONDENCE.

Reply promptly to letters whether business is contemplated or not. The time may arrive when such correspondence will be valuable, although no business may be possible at present.

AGENCY.

Notify the office of the Trade Commissioner, New Zealand, of the name of agent and also of any change of same.

CABLE ADDRESS.

File cable address in the office of the Trade Commissioner for New Zealand.

INDUSTRIAL AND TRADE POLICY OF THE BRITISH GOVERNMENT.

The London *Times* of August 22 published the following letter from Mr. Lloyd George:—

SIR,—The numerous decisions of the Government announced by me to the House of Commons on Monday have to some extent been obscured by the discussion of one or two highly controversial points with which I had to deal, which though important bear only upon a small portion of the Government programme. Perhaps this was inevitable. There remain, however, a large number of matters which are of vital concern to the country, and deserve full discussion before Parliament is asked to pass legislation to deal with them.

I venture to ask, therefore, that you will be good enough to insert this summary of the proposals and decisions. I have added one or two proposals to which I had no time to refer.

Yours faithfully,

D. LLOYD GEORGE.

10 Downing street, Whitehall, S.W.1, August 20.

A.—Labour.**1. WAGES AND HOURS.**

A Bill has just been introduced dealing with hours and wages based upon recommendations of the Joint Committee of the National Industrial Conference. The principles of this Bill are (a) the establishment of a national maximum working week of forty-eight hours, except in certain industries with special conditions, such as agriculture, the merchant marine, domestic and out-door service; (b) the establishment of a living wage throughout industry.

2. CONDITIONS OF WORK, SHARING IN PROFITS, AND UNEMPLOYMENT.

There are three aims which the Government are anxious to see achieved, viz.:—

- (a) The promotion of a larger degree of co-operation between workmen and employers in the determination of working conditions, and in this connection the development of the system of Whitley committees.
- (b) Securing to the workers more generally a financial interest in the success of the industry in which they work.
- (c) Adequate provision for and satisfactory arrangements regarding unemployment.

The Government would prefer to deal with the question of unemployment on the basis of agreed recommendations by the Joint Committee of the National Industrial Conference, who have so far failed to agree on any proposals. Failing such agreement it may become the duty of the Government to put forward proposals in the name of the whole community.

3. HOUSING.

Three Acts passed by the present Parliament—the Housing Act, the Land Acquisition Act, and the Ministry of Transport Act—will in combination provide the means of dealing with the problem of housing along proper lines, by the creation of houses outside congested cities and the provision of transport facilities to bring the workers to and from their work.

B.—Coal Mines.

4. STATE PURCHASE OF MINERAL RIGHTS.

The Government accept the policy of State purchase of mineral rights in coal, on which the reports of the Coal Commission (second stage) are unanimous.

As part of the scheme for the purchase of these rights a levy will be made upon the compensation to be paid. The proceeds of this levy will form a fund for the amelioration of the social conditions of miners. In the case of Scotland account will be taken of the fact that a rate levy on receipts of mineral values exists in that country.

5. FUND FOR AMELIORATION OF SOCIAL CONDITIONS OF MINERS.

The Government have been deeply impressed by the evidence which has been tendered to the Coal Commission with respect to the unsatisfactory social conditions under which, in some parts of the country, miners are compelled to carry on their industry. A reasonable standard of living should be secured to the miners and their families; the deplorable housing conditions now prevailing in some of the coal-fields of the country must be remedied without delay; and every effort must be made to improve the comfort and amenities of the industry. Consequently the fund to which allusion has been made will enable these defects to be repaired on a comprehensive plan.

6. CO-OPERATION WITH LABOUR IN DETERMINING WORKING CONDITIONS.

In view of the facts that the lives and livelihood of the miners depend on the way in which the mines are worked, means have to be devised for securing their co-operation in the shaping of the general conditions of the industry without interfering with the executive control of individual mines.

7. ORGANIZATION OF THE INDUSTRY.

The Government, after careful examination of all the reports of the Coal Commission and the evidence given before it, have come to the conclusion that they would not be justified in undertaking the State purchase and State management of collieries;

and apart from any question of the desirability or otherwise of the nationalization of the coal mines, the financial burden on the country, having regard to other essential obligations in the State, is in itself such as to preclude its adoption.

In the national interest, however, the industry will have to be so organized as to reduce to a minimum the expenses of management and working charges. With this end in view, the country will be divided into convenient areas, in each of which an amalgamation of neighbouring mines will be undertaken within a limited period; subject to the condition that the Government have power to veto or modify any scheme of amalgamation which is detrimental to the public interest, as also to protect the general body of consumers from possible exploitation by the coal industry.

Any scheme of reorganization would be defective which failed to furnish coal in such quantities and at such a cost as to enable the export trade of the country to be maintained and extended.

8. REPRESENTATION OF LABOUR ON AREA BOARDS.

The Government propose that all workers in and about the mines should have a direct voice on the board controlling the policy of the Area Group of Coal Mines. Further, the status of each representative of the workers on this board should be in all respects equal to that of the other members.

9. PROVISION OF OPPORTUNITIES.

The industry both on its industrial and its educational side, should be so organized as to offer a free career to talent and to give to every member concerned in it, in whatever grade of employment, opportunities of improving his abilities and his position.

10. COMMITTEE ON OUTPUT.

In accordance with the unanimous recommendation of the Coal Commission a committee will immediately be set up to inquire into the diminution of output in the coal mines.

The Government propose to prepare a scheme on the above lines at once and submit it to Parliament with the least possible delay.

C.—Trade Policy.

11. IMPORT RESTRICTIONS.

The interim policy of import restrictions established for the purpose of shielding British industries against foreign competition during the transition period will come definitely to an end on September 1, existing restrictions being then withdrawn except as indicated below.

12. FOREIGN EXCHANGES.

Government support of the exchanges will be abandoned, except in so far as some support may for a time be necessary to prevent complete collapse of any important exchanges.

13. DUMPING OF GOODS OF FOREIGN ORIGIN.

Legislation will be introduced for the protection of goods manufactured in Great Britain and Ireland against dumping. Power will be taken to prevent the sale in this country of similar goods beneath their price in the country of origin.

14. POWER TO CHECK ANY EXCESSIVE INFLUX OF GOODS CONSEQUENT UPON A COLLAPSE OF EXCHANGE.

The Government will seek emergency powers to enable the Board of Trade to check any flood of imports (for instance from Germany) that might arise from a collapse of exchange so disproportionate to costs of production in the country of origin as to enable sales to take place in this country at prices altogether below costs of production here.

15. PROTECTION OF UNSTABLE "KEY" INDUSTRIES.

The Government will also seek powers from Parliament to prohibit the import except on license and on payment of a license fee of the products of key industries which are in an unstable position in this country. Industries which fulfil the following tests will alone be regarded as "unstable key" industries for this purpose:—

(a) That the product is essential for war or for the maintenance of the country during war.

(b) That the industry had been so neglected before the war that there was an inadequate supply of the product.

(c) That the industry is one for the fostering and promotion of which the Government found it necessary to take special steps during the war.

(d) That if special Government support were withdrawn, the industry could not maintain itself at the level of production essential to the national life.

It is proposed that the fees charged for the issue of licenses to import goods produced by such "unstable key" industries will be fixed with regard in each case to the difference between the price at which the article can be imported and the price at which similar articles can be sold in the United Kingdom. It may be necessary for some years for the Government to continue to assist these industries. Care will be taken that no undue profits shall be made at the expense of the community. Pending the grant by Parliament of the necessary powers to give full effect to this policy the Government intend to continue the existing import restrictions which affect industries qualified to be regarded as unstable key industries. These will be scheduled and the schedule published at an early date.

16. TECHNICAL INSTRUCTION AND RESEARCH.

Steps will be taken to increase efficiency by encouraging and developing technical education both for managers and workpeople. Further efforts will also be made along the general lines already laid down to promote industrial research and invention.

17. PROMOTION OF INCREASED OUTPUT.

Inquiry and propaganda with this end in view will be undertaken.

18. STANDARDIZATION.

There is growing recognition of the importance for the future of British industry of the principle and practice of standardization, but so far the State has done little. It is proposed to set up at the Board of Trade a department of standards (1) to promote and co-ordinate standardization generally; and (2) to establish and administer such testing institutions as may be found necessary, and authorize and, so far as may be required, supervise the testing work carried out by technical institutions, trade organizations, or private concerns.

19. POWER SUPPLY.

The policy of the Government with regard to electric power is embodied in a Bill now before Parliament. During the autumn session another Bill will be submitted dealing with the control and development of water-power.

20. FOSTERING IMPERIAL TRADE.

On a resolution of the Imperial War Conference an Imperial investigation board is being constituted, representing the British Government and the Dominions, together with shipping and commercial representatives to inquire into and report on all matters connected with ocean freights and facilities, and the development and improvement of the sea communications between different parts of the Empire, with special reference to the size and type of ships and the capacities of harbours.

The Government also aims at developing Imperial supplies. Much work in this direction has been commenced during the war.

21. EXPORT CREDITS.

Steps are being taken to establish a system of export credits for the purpose of facilitating a resumption of the export trade to disorganized parts of Eastern Europe—*e.g.*, Serbia, Rumania, Poland, and parts of Austria. In case of loss the drawer of the bill is guaranteed to the extent of four-fifths of the difference between the proceeds of the bill and the prime cost *plus* freight, *plus* insurance (including the charge made by the office). Credits will be furnished to the extent of £26,000,000 in the aggregate.

22. PROMOTION OF EXPORTS GENERALLY.

The Government will endeavour through the Consular and Commercial Attache Services to stimulate the export trade in every direction.

23. AGRICULTURE.

Commission is sitting to examine and report as to the minimum prices to be fixed for the purchase of the crops next year. But as it can hardly report for some weeks and the farmers are now making their plans for next year's crops the Government are prepared now to undertake to continue for another year at any rate prices approximately the same as those obtained up to the present.

24. PROTECTION AGAINST HARMFUL COMBINATION.

With a view to protecting the public against any harmful effects of trusts and trade combinations the Government require powers of inquiry as a preliminary to taking action in time if action should become advisable. Powers have already been obtained under the Profiteering Act for a period of six months, but as announced in the House of Commons the Government intend to introduce legislation in the autumn designed to secure powers of a more complete and more adequate nature.

25. STATISTICS AND INFORMATION.

The Government intend to collect fuller information about production, trade, prices, costs, and profits than has hitherto been obtained, and to seek any powers that may be requisite.

FINANCIAL SITUATION IN POLAND.

(British Board of Trade Journal.)

The question of finance in unified Poland has been extremely complicated, and at the present moment the various coins in circulation are being replaced by a national currency. The five coins in circulation are the German mark, the Austrian kroner, the Russian rouble, and the Polish mark issued by the German Government in occupation in Poland, and the Lithuanian rouble issued by the German authorities in occupation in Lithuania. These different kinds of paper money are distributed in the following way, according to the adviser to the new Polish Ministry on Foreign Affairs: The total of kroner circulating in Poland can be estimated at 500,000,000; the total German marks at 200,000,000; the total Polish marks at 100,000,000; and, finally, the total rouble at 3-400,000,000. That is to say, the total of the whole country is 1,000,000,000 marks, or about 400 marks per head of the population. These coins, together with currency inflation, are considerably greater than the needs of exchange, and they thus hinder the reconstruction of industry, and at the same time increase to a very large extent the cost of living. Moreover, they are favourable to speculation, destroying inland trade, and in consequence encroach considerably on foreign trade.

THE NEW CURRENCY.

In order to obtain a more normal state of things the Government of the Polish Republic has created a monetary standard "The Zloty," that is, a Polish florin, the par value of which will be that of the French franc and which will contain 0.290 grains pure gold. These notes are being printed in Paris and London. They began to circulate in June. This monetary reform necessarily involves the conversion of all contracts and obligations entered into in different monetary units at different times, and again the maintenance of the exchange of the Polish "zloty" on a par with the franc. As regards the first problem, the intentions of the Polish Government are as follows:—

All kroner, marks and roubles presented up to a certain date will be exchanged up to 30 per cent of the amount presented in Polish zloty, and the remaining 70 per cent in 5 per cent perpetual bonds of the Polish State. As regards the conversion of obligations and contracts entered into before this reform, this is to be effected by discriminating between the periods during which these contracts and obligations were concluded. Obligations and contracts entered into before the war will be converted at the highest possible rate—that is, at an exchange equal or approaching the par value of the zloty in relation to the franc. The contracts of the five last months of 1914, and also those of 1915, to an inferior rate corresponding to the mean exchange of that period, and so on until 1919, the rate of which will be equal to the present exchange.

INTERNATIONAL EXCHANGE.

After the principal task of monetary reform the question of the stabilization of the Polish exchange is engaging the attention of the Ministry of Finance.

The exchange of a country depends to a large extent on the balance of trade and it is difficult for Poland under the present circumstances to have a favourable balance. The reconstruction of industry and commerce destroyed during the war and the destructive economic policy of the Central Empires, and also the creation of communications will involve large purchases of raw materials, by-products, machines,

foodstuffs, in such a volume that during the first years after the war the total will certainly be greater than that of the Polish exports.

Although the excess of imports can be to a certain extent counterbalanced by the exportation of certain raw materials, such as coal, timber, petroleum, zinc, etc., it is considered that a loan in the Allied countries will be necessary to maintain the exchange, and at the same time to allow the reconstruction and development of the productive forces of Poland. The amount and terms of a loan depend, of course, on the taxable resources of the country.

CURACAO, "THE HONG-KONG OF THE CARIBBEAN."

In the Caribbean sea, half a hundred miles northward from the coast of Venezuela, there lies a group of six little islands, so small that they form no more than a mere dot on the map of the world, but enjoying a uniquely interesting and important position in the trade with the northern Latin-American countries, says *The Americas*.

They are known as the Dutch West Indies, and form the Dutch colony of Curacao. The island of Curacao which gives its name to the group, is by far the largest of the six; its population of 33,000 is two-thirds that of the entire colony; its yearly trade is several times greater than that of the other five islands combined.

Curacao, which might be referred to as "the Hong Kong of the Caribbean," because of the similarity it bears to the British colony of the Pacific as an island port of re-export, was discovered by Hojeda about 1499, and was occupied by the Spaniards twenty-eight years later. In 1634 it fell into the hands of the Dutch, who have held it ever since, except during 1798 and from 1806 to 1814, when it was in the possession of the British.

The chief town is Willemstad, located on the southwest coast, and lying about St. Anna Baai, which is one of the finest natural harbours in the world. The harbour itself is shaped much like an irregular flask. A wide, deep channel, which may be crossed at the mouth by a quaint, movable pontoon bridge, runs inland for nearly three-quarters of a mile, forming the neck of the bottle. Ships of large size can enter the channel, and moor at the docks which run out from the shores. The outer harbour opens into an inner one, more than two miles wide, dotted by many little islands, and known as the Schottegat. Ocean steamers may likewise penetrate into the inner harbour, to anchor or dock. Two ancient forts, much similar in appearance to old Fort Jay in New York Bay, guard the entrance to the outer harbour at Curacao.

Willemstad looks like a section of Amsterdam or Rotterdam picked up and set down bodily in the New World. Many of the houses—especially those built a hundred years ago or more—follow closely the lines of Dutch architecture. Americans call Willemstad "the spotless town," because of its cleanliness and its beautiful dwellings.

It is her geographical situation, coupled with her fine harbour that makes Curacao important to the shipping of the world. St. Anna's harbour supplies in depth and docking facilities what many of the harbours of Venezuela, Colombia, and West Indian islands lack. Hence Curacao plays a prominent part as the distributor for her neighbours—a distributor both of the goods her neighbours import from Europe and North America, and for the goods her neighbours send to the rest of the world. The imports for 1916 were valued at \$2,461,528 and the exports at \$2,744,135.

The illustration on the front page of this number of the *Weekly Bulletin* shows the transshipment of goods at the port.

BRAZILIAN CONSULAR INVOICES.

Impracticable Rules to be put in Operation.

(The Times Trade Supplement.)

Unanimous and emphatic protests are being made by the foreign commercial associations domiciled in Brazil against the new regulations concerning consular invoices, due to come into force on October 1.

Consuls of foreign countries resident in Brazil were advised of the terms of the new laws early in the year, and immediate representations were made to the Brazilian Government with the object of securing suspension of their operation until the National Congress should be re-opened and the matter carefully examined. These urgent representations have been in vain, the Brazilian Consular Service having been definitely instructed on June 2 that the regulations will come into effect on the date above mentioned. The Association of British Chambers of Commerce have now directed the matter to the attention of the Secretary of State for Foreign Affairs, in a letter dated August 11.

The letter states that serious impediments to Anglo-Brazilian trade will, in the view of the British commercial community of S. Paulo, result if compliance with the new regulations is insisted upon, and asks that H.M. Government will make representations to Brazilian Government officials in London. Attached to the letter is the translation of the regulations to which exception is taken, and of the protest sent to the Minister of Foreign Affairs in Rio and signed by the British Chamber of Commerce of S. Paulo and Southern Brazil, by the Portuguese, French, and Italian Chambers of Commerce, and the American Association of S. Paulo.

THE NEW REGULATIONS.

The new regulations require these details:—

(1) The name of each article, and the materials of which it is composed or manufactured. It must be stated whether the raw material is simple, compound, whether trimmed or embellished, and each component part must be shown separately. General designations such as "cotton manufactures," "chemical or pharmaceutical products," and other general terms are not allowed.

(2) Weights must abide rigorously by those called for in the model consular invoice, viz., gross weight of the package, gross weight of the goods, without the case but with wrappings, packings, cardboard boxes, etc., and the net weight of the goods without packing or wrapping. To give the weight or value of two or more different kinds of different qualities of goods is not allowed.

Whenever the articles can be counted or measured, the consular invoice must mention the number of objects and their respective dimensions in lineal, square, or cubit metres; also their respective values. For textiles the weight per square metre must be given.

(3) In the event of the Customs House verifying divergences between the declaration of the consular invoice and the actual goods, the names and addresses of the exporter and importer will be sent to the other Custom Houses in Brazil and to the consul who legalized the invoice; such communication shall serve as a notice in order that other customs houses and the consul shall exercise vigilance over the documents and goods of the same exporter and importer.

(4) Any infraction of the above requirements shall render the importer liable to a fine of 10 per cent on the official value of the goods, which shall not absolve him from other penalties.

One half of this fine shall go to the Custom House officer who discovers and reports the infraction.

FARCICAL IN 'OPERATION.

It will be at once plain to the eye of the trader that some of these rules would be farcical in operation. The protest sent by the foreign commercial associations to the Brazilian Foreign Minister remarks, for example, that many members of their institutions want to know if it will really be obligatory to declare the "quantity and dimensions" of certain articles, such as pins, needles, hooks and eyes, screws, buttons, bullets, toothpicks, and confetti. "They could be counted and measured, although it would be a very tedious operation," the letter remarks.

With regard to paragraph 1 of the new rules, it is pointed out that "the requirement it makes (all component parts to be named and shown) is unnecessary and impracticable in regard to articles designated in the customs classification by name, such as motor cars, bicycles, mechanical contrivances and accessories, mathematical, physical, chemical, optical and surgical instruments, brushes, toys, fancy articles, waterproofs, explosives, munitions, fireworks, metal in bars and sheets, cutlery, clocks and watches, musical instruments, pharmaceutical specialties, hats, candles, drinks, sausages, etc.

Exception is also taken to paragraph 2, requiring that gross weight of the volume, gross weight of the merchandise and net weight of the merchandise must be given. "This requirement is partly practicable, but it is superfluous, seeing that the tariffs themselves—in view of the impossibility of verifying the net weight of certain articles, such as liquids and others—lay down that the duty should be paid in accordance with the gross weight, including package." The objectors explain that it would also be impossible in practice to specify separately the weight and value of each unit of goods classified under the same scale, and that it would not facilitate the collection of dues by the Customs authorities. "The last demand of paragraph I . . . makes the filling up of invoice and other documents more difficult, rendering it a painful and exhaustive labour past all reasoning, which will discourage the exporter from doing business with Brazil." The letter ends with a strong protest against the system of fines whereby 50 per cent goes to the inspector discovering the infraction.

The Chambers of Commerce should be supported in this highly important matter. The import trade of Brazil is worth about £50,000,000 annually, and it is not to be supposed that discouragement of foreign trading was intended.

GERMAN ACTIVITY IN ITALY.

(British Board of Trade Journal.)

The much debated discussion as to the possible flooding of the Italian market with German goods is attracting much attention in Genoese industrial circles. Agents who visit the British Chambers of Commerce often comment on the offers coming from Switzerland, ostensibly from Swiss firms, but in reality from German firms who, in many instances, have goods already on the frontier waiting for delivery into Italy. These firms, states H.M. Commercial Counsellor at Rome, are willing to give Italian houses three months' credit at 1 per cent interest, and quote prices for the goods delivered in Genoa, whereas British firms quote f.o.b. London and prices sterling instead of lire. It would be of great advantage to Italian houses if British firms would state prices in terms of the purchasing country. Although the exchange in Italy is still very high, it is thought that in a few months' time the value of the lira will be higher, consequently relieving the present difficult trade conditions between Italy and England. Italy is at present in need of the following classes of goods: Dyes, inks, hosiery, boots and shoes, chemicals, machinery, typewriting machines and supplies, heavy oils, meats, preserves and cloth.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending September 5, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total's.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	180,895	78,886	50,738	174	40,267	350,963
Empire Elevator Co.	15,555	27,367	783	3,278	3,425	48,842
Consolidated Elevator Co.	26,159	14,376	4,263	5,621	3,855	54,274
Ogilvie Flour Mills Co.	210,179	22,122	35,850		3,057	271,208
Western Terminal Elevator Co.	5,835	12,351	1,896	2,278	2,106	24,466
G. T. Pacific	88,068	118,824	11,998	7,203	4,192	230,285
Grain Growers' Grain Co.	200,167	34,473	20,547		21,362	276,549
Fort William Elevator Co.	8,595	23,997	4,967	3,820	3,413	27,602
Eastern Terminal Elevator Co.	9,281	15,069				24,350
Northwestern Elevator Co.	57,660	14,169	14,705	23	1,178	87,735
Port Arthur—						
Port Arthur Elevator Co.	255,185	216,865	56,092	27	38,492	566,661
Sask. Co-op. Elev. Co.	54,614	71,018	8,102	5,774	6,344	145,852
Canadian Government Elevator.	27,933	87,291	6,612	3,716	4,189	129,651
On account of Imperial Government Elevator.					63	63
Thunder Bay	79,289	152,230	9,263	1,351	7,864	249,997
Davidson & Smith	20,716	99,478	31,661		3,614	155,469
Eastern-Richardson	48,736	27,054	15,662	*156	3,268	94,564
Vancouver Can. Gov. Elevator		23,393				23,393
Total terminal elevators . .	1,271,680	1,038,873	271,573	33,172	146,626	2,761,924
Saskatoon Can. Government Elevator..	2,984	48,812	1,538	14	5,663	53,348
Moosejaw Can. Government Elevator..	4,668	45,192	6,114	371	3	62,011
Calgary Can. Government Elevator....	898	45,873	14,643	104	1,000	62,753
North Transcona C.P.R.			Not reported.		235	
Total interior terminal elevators	8,550	139,877	22,295	489	16,663	178,112
Depot Harbour.....			None	in store.		
Midland—						
Aberdeen Elevator Co.			None	in store.		
Midland Elevator Co.	5,000					5,000
Tiffin, G. T. P.	2,299					2,299
Port McNicoll	69,087	78,536	7,500			155,123
Collingwood						-
Goderich—						
Elevator & Transit Co.	50,850	192,610	5,505			248,965
Western Canada Flour Mills Co., Ltd.			Not reported.			
Toronto—						
Campbell Flour Mills Co.	22,515		11,156			33,671
Kingston—						
Montreal Transportation Co.						-
Commercial Elevator Co.						-
Port Colborne Dom. Govt. Elevator						
" Maple Leaf Milling Co., Ltd.	381,495	119,095	6,139			506,729
Prescott—						
Montreal—						
Harbour Commissioners No. 1	215,362	125,648	970,444			1,311,454
" No. 2	292,180	366,442	199,607			858,229
Montreal Warehousing Co.	87,272	115,213	76,924			279,409
Ogilvie Flour Mills Co.	38,861					38,861
Quebec Harbour Commissioners	81,099	14,182				95,281
West St. John, N.B., C.P.R.	245,227					245,227
St. John, N.B., Can. Nat. Rys.						-
Halifax, N.S.			Not reported.			
Total public elevators.....	1,491,247	1,011,726	1,277,275			3,780,248
Total quantity in store.....	2,771,477	2,190,476	1,571,143	33,661	16,663	6,720,284

*Overshipped. + Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended September 5, 1919.

Grades.	On Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....					
No. 1 Northern.....		199,366	3,794	436,858	640,018
No. 2 ".....		401,202	673	358,099	759,974
No. 3 ".....		240,331	3,903	394,044	638,278
No. 4 Wheat.....		64,312	18	86,300	150,630
No. 5 ".....		65,369	41	495	65,905
No. 6 ".....		16,563		39,345	55,908
Other.....		284,537	123	176,106	460,764
Totals.....		1,271,680	8,550	1,491,247	2,771,477
Oats—					
No. 1 C. W.....		1,707			1,707
No. 2 ".....		253,647	8,414	282,372	550,433
No. 3 ".....		137,461	8,378	122,955	288,794
Ex. No. 1 Feed.....		160,523	6,392	133,600	300,515
No. 1 Feed.....		239,388	35,633	239,681	514,702
No. 2 ".....		199,318	62,055	141,579	402,932
Other.....		20,829	24,065	91,559	136,393
Totals.....		1,038,873	139,877	1,011,726	2,190,476
Barley—					
No. 3 extra C. W.....					
No. 3 C. W.....		118,303	1,968	307,259	427,530
No. 4 ".....		99,462	10,574	776,295	886,331
Feed.....		25,445	2,486	104,837	132,767
Rejected.....		24,907	4,823	70,778	100,508
Other.....		3,456	2,444	18,107	24,007
Totals.....		271,573	22,295	1,277,275	1,571,143
Flax—					
No. 1 Northwestern Canada.....	62	12,954	174		13,190
No. 2 C. W.....		10,437	308		10,745
No. 3 ".....		5,738	4		5,742
Rejected.....			3		3
Other.....		3,981			3,981
Totals.....	62	33,110	489		33,661
Rye—					
No. 1 C. W.....		2,065			2,065
No. 2 ".....		84,669			84,669
No. 3 ".....					
Rejected.....		11,511			11,511
No Grade.....		21,181			21,181
Other.....		27,200	238		27,438
Totals.....		146,626	238		146,864
Corn.....					
			6,663		6,663
Total quantity in store ..		2,761,924	178,112	3,780,248	6,720,284

Quantity of Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East, on September 5, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>September 5, 1919—</i>			
Terminal Elevators.....	1,271,680	1,490,244	2,761,924
Interior Terminals.....	8,550	169,562	178,112
Public Elevators in the East.....	1,491,247	2,289,001	3,780,248
Total.....	2,771,477	3,948,807	6,720,284
<i>September 6, 1918—</i>			
Terminal Elevators.....	+136,396	3,256,909	3,120,513
Interior Terminals.....	59,262	179,783	239,045
Public Elevators in the East.....	571,805	2,260,006	2,831,811
Total.....	494,671	5,696,698	6,191,369
<i>September 7, 1917—</i>			
Terminal Elevators.....	888,455	3,775,124	4,663,579
Interior Terminals.....	182,464	93,558	276,022
Public Elevators in the East.....	1,533,249	1,121,087	2,654,336
Total.....	2,604,168	4,989,769	7,593,937
<i>September 8, 1916—</i>			
Terminal Elevators.....	5,036,399	4,881,639	9,918,038
Interior Terminals.....	368,415	93,181	461,596
Public Elevators in the East.....	7,670,056	8,562,914	16,232,970
Total.....	13,074,870	13,537,734	26,612,604
<i>September 10, 1915—</i>			
Terminal Elevators.....	1,935,519	1,330,117	3,265,636
Interior Terminals.....	18,791	1,089	19,880
Public Elevators in the East.....	948,308	482,513	1,430,821
Total.....	2,902,618	1,813,719	4,716,337
<i>September 10, 1914—</i>			
Terminal Elevators.....	3,736,834	2,626,861	6,363,695
Public Elevators in the East.....	1,589,167	533,467	2,122,634
Total.....	5,326,001	3,160,328	8,486,329

+Wheat overshipped.

Quantity of United States Grain in Store at Public Elevators in the East for week ending September 5, 1919.

	Wheat.	Oats.	Barley.	Corn.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....		30,690		242,849		273,539
Midland—Aberdeen Elevator Co.....						—
Midland Elevator Co.....						—
Tiffin, G.T.P.....						—
Dom. Govt Elev.....						—
Montreal—						
Harbour Commissioners No. 1.....	1,923		33,426		16,707	52,056
" " No. 2.....	69,447	65,755		29,889	1,014	166,105
Total.....	71,370	96,445	33,426	272,738	17,721	491,700

NEW INCORPORATIONS.

Dominion.

Province Elevator Company, Limited. Incorporators: Benjamin Cronyn Parker, Charles Alan Crawley and Bert Verschoyle, barristers-at-law; Samuel Wallace, accountant; and Harold Leslie Marchant, student-at-law—all of Winnipeg. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Winnipeg.

Lennox Knitting Mills, Limited. Incorporators: Harry Redfern Fraser and Frederick Samuel Rugg, Charles de Labroquerie Mignault, advocate; Clare Gertrude Wiggett, book-keeper; and Irene Bedard, stenographer—all of Sherbrooke, Capital \$75,000, divided into 750 shares of \$100 each. Chief place of business, Lennoxville, Que.

Independent Silk, Limited. Incorporators: Joseph Arthur Bonneville, Louis Marcel Lymburner, Edouard Halley, Albert Lymburner and Eusebe Bonneville—all of Montreal, traders. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Montreal.

International Bushings, Limited. Incorporators: Russell Pierce Locke, barrister-at-law; Lillian Murray Heal, accountant; Rita Hatton and Emma Staples, stenographers—all of Toronto. Capital \$25,000,000, divided into 250,000 shares of \$100 each. Chief place of business, Toronto.

Export Company of North America, Limited. Incorporators: Henry Keene Symonds Hemming and John Anderson Black, public accountants; Henry Harold Hemming, Major, R. F. A.; Laurence Alphonse Piche, book-keeper; and William James Rowland, stenographer—all of Montreal. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Montreal.

Loomis, McFee, Henry and McDonald, Ltd. Incorporators: John Silas Wynn Pugh, James Hill Lawson, and James Chisholm Ralston, barristers-at-law—all of Vancouver; Ghent Davis and Edward Monro Craven McLerg, barristers-at-law, both of Point Grey, B.C. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Vancouver.

Notre Dame Lumber Co., Ltd. Incorporators: Chester Cheney Whitney, Boston, lumberman; Allan Ernest Hammond, of Van Buren, Maine, lumberman; Samuel Charles Riou, of Riviere du Loup, Que., solicitor; Frederick Grant Quincy, of Notre Dame du Lac, Quebec, land agent; and John Marks Stevens, Edmundston, N.B., solicitor. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Notre Dame du Lac.

Universal Batteries, Limited. Incorporators: Collier Campbell Grant and John Gardner Leckie, barristers-at-law; Edith May Grant, married woman; Phoebe Leone Wade and Helen Gertrude Paton, stenographers—all of Toronto. Capital \$150,000, divided into 1,500 shares of \$100 each. Chief place of business, Toronto.

British Columbia.

Western Steel Products, Limited. Capital \$100,000. Registered office, Vancouver.

Kyuquot Fisheries, Limited. Capital \$50,000. Registered office, Vancouver.

British Pacific Paper Bag Company, Limited. Capital \$50,000. Registered office, Vancouver.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

2178. **Dressed furs.**—A firm in Brussels, Belgium, wishes to get into communication with Canadian exporters of dressed furs.

2179. **Canned lobster.**—An important London firm wish to secure the sole agency of a first-class Canadian packer of canned lobsters not already represented in the United Kingdom.

2180. **Pianos, organs, etc.**—A Glasgow importer asks to be placed in touch with exporters of pianos, organs, etc.

2181. **Flour, oats, barley.**—A Belfast firm ask to be placed in touch with exporters of flour, oats and barley.

2182. **Grease-proof and kraft papers, boards, etc.**—A Glasgow firm ask to be placed in touch with Canadian exporters.

2183. **Bolts and nuts.**—A Glasgow firm ask to be placed in touch with exporters of bolts and nuts.

2184. **Wire nails.**—A Glasgow firm ask to be placed in touch with exporters of wire nails.

2185. **Gallon apples.**—A Glasgow firm ask to be placed in communication with large packers of gallon apples.

2186. **Kraft brown papers.**—A Glasgow firm ask to be placed in touch with exporters of kraft brown papers.

2187. **Canned salmon.**—A manufacturers' representative in Barbados wishes to be put in touch with Canadian shippers of canned salmon, who export direct, and not through commission houses.

2188. **Fish, dried and salted.**—A manufacturers' representative in Barbados desires to represent a Canadian house for dried and salted fish.

2189. **Oats and oatmeal.**—A manufacturers' representative in Barbados wishes to be put in touch with Canadian exporters of oats and oilmeal.

2190. **Cornmeal.**—A firm of manufacturers' representatives with good references wish to be put in touch with Canadian manufacturers, or suppliers direct, of cornmeal.

2191. **Bran and pollard.**—A firm of manufacturers' representatives with good references wish to represent Canadian suppliers of bran and pollard.

2192. **Flour.**—A firm of manufacturers' representatives desire to represent in Barbados a Canadian flour house which does its export business direct and not through a commission house. Good references given.

2193. **Oats and hay.**—A commission firm in Barbados would like to get in touch with Canadian exporters of oats and hay. Good references.

2194. **Oilmeal.**—A commission house in Barbados with good references desires to be put in communication with Canadian exporters of oilmeal.

2195. **Peas.**—A firm of manufacturers' agents in Barbados is inquiring for a Canadian house exporting peas. Good references given.

2196. **Sardines.**—A firm of manufacturers' agents in Barbados would like to represent Canadian packers of sardines who do their export business direct and not through commission houses.

2197. **Imports into Roumania.**—An importer of Bucharest, Roumania, desires to get into touch with Canadian manufacturers of the following articles: hats, leather, lace, bags, cotton fabrics, cotton spinnings, woollen cloth, india-rubber, cotton-seed oil, alkali (caustic soda, etc.). He would also like to get into touch with exporters in metals, hardware, chemical products, drugs, cotton, raw materials for industry, etc.

2198. **Agencies in the Balkan States.**—An importer in Salonika, whose operations cover the markets of Greece, Asia Minor and the Balkans, desires to be placed in touch with Canadian exporters in general lines.

2199. **Foodstuffs, cream tartar substitute.**—A Sydney, Australia, merchant desires to get into touch with Canadian exporters of foodstuffs and manufacturers of cream tartar substitutes, such as Klepalo.

2200. **Cottonwood.**—A New York house have received from New Zealand an inquiry for the following supplies which they wish to secure in Canada: 5,000 feet super 3-ply cottonwood, $\frac{3}{4}$ -inch thick, in sheets of 60 by 42, or as near this size as possible.

2201. **Representation in Australia.**—A manufacturers' agent in Sydney, New South Wales, is in a position to represent reputable Canadian manufacturers in Australia and New Zealand. He will make personal visits to Melbourne, Adelaide, Perth, Brisbane, Auckland, Wellington, Christchurch, and Dunedin each buying season (twice a year), and will have resident agents in each centre. He will only do business with wholesale firms, manufacturers and large retail shops, consequently the business is big. He would require to act as the selling agent and require the selling firm to quote always c.i.f. and e. Sydney, with 5 per cent commission included for himself. Would cable all orders for confirmation and post contracts containing speculation of colours, designs, etc., accompanied with a letter of credit for the full amount of invoice from buyers that can be drawn by sellers at sight or two to four months when shipped. Firms must give a written guarantee that all shipments are equal to their samples. Three years' agreement with, if mutually agreeable, extension for a further three to five years' period.

2202. **Representation.**—An importing firm of London, England, who have up to the present been importing various lines from the United States, desire to substitute Canadian manufactured goods in similar lines. They desire exclusive representation for Great Britain and if possible the British colonies also, but would not object to doing business in lines which the manufacturers are already selling in this country, but in that case would point out to manufacturers that they are agents and not jobbers and that their business is principally done in selling to the large jobbing houses in the United Kingdom. Catalogues and full particulars wanted. The following are the lines required:—

Dry cells, batteries for pocket lamps, buzzers, bells, fan motors, wireless telegraph apparatus, switches and similar articles. Washboards, skewers, curtain poles with rings and ends. Wrenches, spanners, pliers, hammers, screwdrivers, both carpenters and engineers, medical and surgical rubber goods, rubber gloves, crutch tips, syringes, trusses. Household utensils, kitchen utensils, locks, latch, trunk and padlocks, door furniture, small articles of iron, steel or brass for all purposes.

2203. **Foodstuffs, tinned goods.**—A large firm of general agents with offices in London and in Antwerp desire to take up agencies for Canadian exporters of foodstuffs and tinned goods.

2204. **Malt, rice, tea.**—An importer in Geneva, Switzerland, desires to be brought into touch with Canadian manufacturers or exporters who could supply the following: 500 tons of malt, 10,000 sacks of rice, 1,000 cases of tea (Ceylon Pekoe), 25 kilogrammes each case.

2205. **Tea, sugar, rice, flour.**—An importer of Bengasi, Cyrenaica, North Africa, desires to be placed in touch with Canadian firms dealing in tea, sugar, rice, and flour.

2206. **Tinned goods, foodstuffs.**—An agent in Brussels, Belgium, who has a large connection, desire to take up agencies for Canadian exporters of tinned goods and foodstuffs.

2207. **Foodstuffs, tinned goods.**—An importer of Anvers, Belgium, desires agencies for foodstuffs and tinned goods.

2208. **Foodstuffs, tinned goods.**—A large wholesale and retail dealer in foodstuffs established in Brussels, Belgium, for many years, desires to secure agencies for foodstuffs and tinned goods.

2209. **Leather belting.**—Second-hand leather belting is asked for by a French dealer.

2210. **Belting.**—A French dealer in second-hand belting would like to secure supplies of belting.

2211. A firm of engineers recently established in Manchester, England, with a staff of fully qualified engineers and travellers, desire to represent Canadian manufacturers in Great Britain, Scandinavia, and the Continent of Europe generally.

2212. **Potatoes.**—A Sydney, Australia, importer desires to hear from exporters in Canada as to prices and possibilities of exporting potatoes.

2213. A company of produce brokers chiefly interested in textiles, jam and foodstuffs generally, but willing* to undertake the disposal of practically every kind of commodity, and directly represented in England, France, Belgium, Spain, Holland, and South America, desire to be brought in touch with Canadian manufacturers and exporters. This company exercise great care to ensure the reliability of buyers. Terms 5 per cent commission on net amount of all goods paid for by customers. No commission until full payment has been made.

2214. A company of importers in London, England, having a large connection with the principal import houses in Turkey, Egypt, India and Burmah, are desirous of getting into touch with Canadian manufacturers (who are not already established in Great Britain) of the following: aluminium, copper sheets, bars and ingots, chemicals, cement, glue, lead, steel, galvanized iron, corrugated iron, bolts and nuts, steel bars, rods, plates, sheet steel, tool steel, wire nails aluminium and enamelware utensils, socks and stockings.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 **R.S.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 **R.S.**—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 **R.S.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 **R.S.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 **R.S.**—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 **R.S.**—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. **Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. **Steel and iron products, machinery, etc.**—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S.** Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S.** Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

25. **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

NEW TRADE REGULATIONS IN GREECE.

(Cablegram from Trade Commissioner E. G. Mears, Athens, in United States Commerce Reports.)

A recent ruling by the Ministry of Finance requires all importers to make a 10 per cent deposit with local banks when placing any order outside of Greece. Sworn statements must be made that the goods will be used exclusively in Greece. The deposit will not be refunded until the Greek customs certificate is shown and the transaction then checked by the Ministry. A lapse of six months without delivery will cause a forfeiture of the guaranty, which goes to the Government. Failure to make the 10 per cent deposit prevents the banks from remitting abroad. This virtually abolishes open credit and consignment dealings and requires special caution on the part of both buyer and seller.

STEAMSHIP SPACE FROM VANCOUVER TO JAVA GOING BEGGING.

Dingwall Cotts and Company, 414 Pacific Building, 744 Hastings Street West, Vancouver, B.C., write as follows:—

“We hold the agency in this port for the Java-Pacific Line. The fleet consists of—

SS. *Nias*, 5,916 tons gross,
 SS. *Billiton*, 5,890 tons gross,
 SS. *Tjisalak*, 5,787 tons gross.
 SS. *Bintang*, 6,548 tons gross.
 SS. *Soerakarta*, 6,926 tons gross,

under the Dutch flag. Several of these vessels have been in our port during the last few months discharging sugar, tea, coffee, rubber, spices, quinine, etc., but to our regret no outward cargo has been shipped here. We notice on the other hand they are taking large cargoes from San Francisco to Java and other Eastern ports, and we should be glad if Canadian exporters could secure a portion of this trade. We attach copy of the *Tjisalak's* recent freight list from San Francisco so that you may see the class of goods that are being shipped, and we would add that this is a trade that has been built up during the past three or four years. In view of the expressed desire of many Canadian firms to develop export business, we shall be glad if your Department can assist in placing the possibilities of the Java market before Canadian exporters.”

The freight list referred to is as follows:—

To East Indies—

Acid.
 Auto.
 Agricultural implements.
 Assay goods.
 Butter.
 Bread.
 Beans.
 Barrel material.
 Beer.
 Borax.
 Bone ash.
 Blueing.
 Bolts and nuts.
 Canned fruit.
 Canned vegetables.
 Canned goods.
 Crockery.
 Cocoa.
 Cereals.
 Cheese.
 Carbide.
 Chocolate.
 Candy.
 Codfish.
 Corn meal.
 Chain.
 Drugs.
 Dry goods.
 Dehydrators.
 Electrical goods.
 Fire clay.
 Fish.
 Glass.
 Groceries and prov.
 Hardware.
 Hams and bacon.
 Instruments.
 Iron.
 Ink.
 Lamps.

Leather.
 Machinery.
 Merchandise.
 Mining tools.
 Motors.
 Motorcycle parts.
 Nails.
 Nuts.
 Oil.
 Prunes.
 Photo goods.
 Pipe.
 Pipe fittings.
 Paste.
 Powder.
 Press mats.
 Platedware.
 Paint.
 Paper.
 Rubber goods.
 Rosin.
 Seed.
 Salmon.
 Soda ash.
 Sheet lead.
 Stationery.
 Sulphur.
 Shoe findings.
 Steel.
 Salt.
 Soap.
 Spikes.
 Typewriters.
 Tractors.
 Tractor parts.
 Wire.
 Wagon material.
 Whisky.
 Wine.
 Zinc dust.
 United States gold coin.

To Japan—
 Auto parts.
 Ammonia.
 Borax.
 Boric acid.
 Car wheels.
 Drugs.
 Electrical goods.
 Fish.
 Glue.
 Hardware.
 Leather.
 Motor trucks.
 Merchandise.
 Motor cycles.
 Machinery.
 Old rails.
 Old oil cans.
 Paper.
 Pig lead.
 Pipe fitting.

To Japan—*Con.*
 Rags.
 Rosin.
 Steel.
 Steel balls.
 Soda.
 Spelter.
 Scrap leather.
 Scrap rubber.
 Scrap tin.
 Wire rods.
 Wine.
 To Celebes Island—
 Barrel material.
 Canned fruit.
 Canned goods.
 Electrical goods.
 Press mats.
 Paper.
 Salmon.
 Wine.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Canada, White Star-Dominion Line, about September 17; *Canadian Miller*, Can. Govt. Merchant Marine, Ltd., about September 27; *Scandinavian*, C.P.O.S. Line, about September 23; *Metagama*, C.P.O.S. Line, about September 24; *Canadian Ranger*, Can. Govt. Merchant Marine, Ltd., about September 30; *Megantic*, White Star-Dominion Line, about September 27; *Melita*, C.P.O.S. Line, about October 1.

MONTREAL TO LONDON.

War Peridot, C.P.O.S.-Furness Line (C.P.O.S.), about September 18; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about September 20; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about September 20; *Willaston*, Cunard Line, about September 27; *Vardulia*, Cunard Line, about September 30.

MONTREAL TO ANTWERP.

Glenspean, C.P.O.S.-Furness Line (Furness), about September 25.

MONTREAL TO GLASGOW.

Scotian, C.P.O.S. Line, about September 19; *Saturnia*, Anchor-Don. Line, about September 20; *Cabotia*, Anchor-Don. Line, about September 23; *Corsican*, C.P.O.S. Line, about September 26; *Cassandra*, Anchor-Don. Line, about September 27.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Cornishman, Dominion Line, about September 26; *Dominion*, Dominion Line, about October 4; *Virvilia*, Cunard Line, about October 4; *Vallavia*, Cunard Line, about October 11.

MONTREAL TO MANCHESTER.

Manchester Mariner, Manchester Liners, about September 18; *Manchester Brigade*, Manchester Liners, about September 24; *Manchester Corporation*, Manchester Liners, about September 27; *Manchester Hero*, Manchester Liners, about October 11.

MONTREAL TO LEITH.

Cairnvalona, Thomson Line, about September 19.

MONTREAL TO DUBLIN.

Ramore Head, Head Line, about September 15.

MONTREAL TO BELFAST.

Ballygally Head, Head Line, about September 30.

MONTREAL TO HAVRE (FRANCE).

Honduras, Compagnie Can. Transatlantique, Canada Steamship Lines, general agents, about September 17; *Californie*, Compagnie Can. Transatlantique, Canada Steamship Lines, general agents, about October 1; *Wisley*, Compagnie Can. Transatlantique, Canada Steamship Lines, general agents, about November 5.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Pioneer*, Can. Merchant Marine, Ltd., about September 20; *Clan Keith*, Houston Lines, about September 30.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.

A Steamer, Elder-Dempster Line, about September 30.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).

Kaikoura, New Zealand Shipping Co., about September 25.

MONTREAL TO BARBADOS, TRINIDAD AND KINGSTON.

Canadian Recruit, Can. Govt. Merchant Marine, Ltd., about September 30; *Canadian Warrior*, Can. Govt. Merchant Marine, Ltd., about October 11.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Sailor, Can. Govt. Merchant Marine, Ltd., about September 23; *Canadian Trader*, Can. Govt. Merchant Marine, Ltd., about October 11.

MONTREAL TO ST. JOHN'S, NEWFOUNDLAND.

Canadian Volunteer, Can. Govt. Merchant Marine, Ltd., about September 30.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSEERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaleur, Royal Mail Steam Packet Co., about September 19; *Chignecto*, Royal Mail Steam Packet Co., about October 3; *Chaudiere*, Royal Mail Steam Packet Co., about October 17.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG

Africa Maru, Osaka Chosen Kaisha, about October 4.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Kashima Maru, Nippon Yusen Kaisha, about October 12.

* Buenos Aires only.

From Vancouver.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about September 22; *Makura*, Canadian Australasian Royal Mail Line, about September 30.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Russia, C.P.O.S. Line, about October 2.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Empress of Japan, C.P.O.S. Line, about September 18; *Methver*, C.P.O.S. Line, about October 15.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Melville Dollar, Canadian Robert Dollar Co., about October 3; *Harold Dollar*, Canadian Robert Dollar Co., about October 25.

VANCOUVER TO UNITED KINGDOM PORTS

Architect, Harrison Direct Line, about October 15.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Tyndareus, Blue Funnel Line, about September 20 (Victoria about October 4); *Cyclops*, Blue Funnel Line, about October 20 (Victoria about November 4).

VANCOUVER TO SAN FRANCISCO AND WEST COAST SOUTH AMERICAN PORTS.

Baja California, Overseas Shipping Co., about September 25.

COLD STORAGE AT ANTWERP.

(*M. E. Pellet, in United States Commerce Reports.*)

There is not in the whole of Belgium to exceed 5,000 tons of refrigerated space. Of this amount Antwerp claims 2,000 tons capacity. At the present time there is undergoing repairs an old warehouse which, when the repairs shall have been completed, will store about 1,200 to 1,500 tons of frozen beef, making the total refrigerated space in Antwerp 3,200 to 3,500 tons, and in the whole of Belgium not to exceed 6,500 tons.

Plans are now under consideration for the construction of a large cold storage warehouse in Antwerp, though no definite details concerning it are available. The scheme most talked of, however, is this: The plant itself to be located in Antwerp (a site has been tentatively selected northwest of the city); to be owned by the several provinces and municipalities; each province or municipality to be allotted space in proportion to its investment, such space to be as fully under its control as if it owned the same space in a separate warehouse located within its own limits. Considerable opposition to the scheme has developed on the part of the farmers. Belgium is a farming country, and the farmers have a considerable voice, especially in some communities; and, while their opposition will not be sufficient to balk the programme, it will probably prevent some of the provinces from investing in the project. Of course, such provinces will be without the right to use any of the space in the warehouse. Until this project is made an accomplished fact the problem of cold storage in Belgium will be a serious one.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Svetlanskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiansia, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

Report of the Department of Trade and Commerce. (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.

Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

Supplements to Weekly Bulletin:

Chinese Markets for Canadian Products.
The Trade of South China.
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Toy Making in Canada.
The Timber Import Trade of Australia.

Patent Office Records. (Monthly.)

Rules and forms of the Canadian Patent Office.

Canada the Country of the Twentieth Century (1915). \$1.00.

Handbook for Export to South America (1915).

Trade with China and Japan (1914).

Export Directory of Canada (1915).

Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)

Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)

Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)

Food Inspection Bulletins.

Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Out of Print.

Commercial Intelligence Service (Supplement to Weekly Bulletin).

Canada and the British West Indies (1915).

Review of Commercial Intelligence Service (1916).

Bureau of Statistics.

The Canada Year Book.

Monthly Bulletin of Agricultural Statistics.

Annual Report of the Trade of Canada.

Monthly Report of the Trade of Canada.

Monthly Report of Census, Statistics, etc.

Bulletins of the Fifth Census of Canada, 1911:

Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with introductions, etc. (Out of print.)

Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.

Voy. III, 1913, Manufacturers, 1911.

Vol. IV, Census of Canada.

Vol. V, Forest, Fishery, Fur, etc.

Vol. VI, Occupations.

Population and Agriculture (Prairie Provinces). (1916.)

Postal Census of Manufacturers (1916).

Criminal Statistics, 1916.

Special Report on Foreign-born Population.

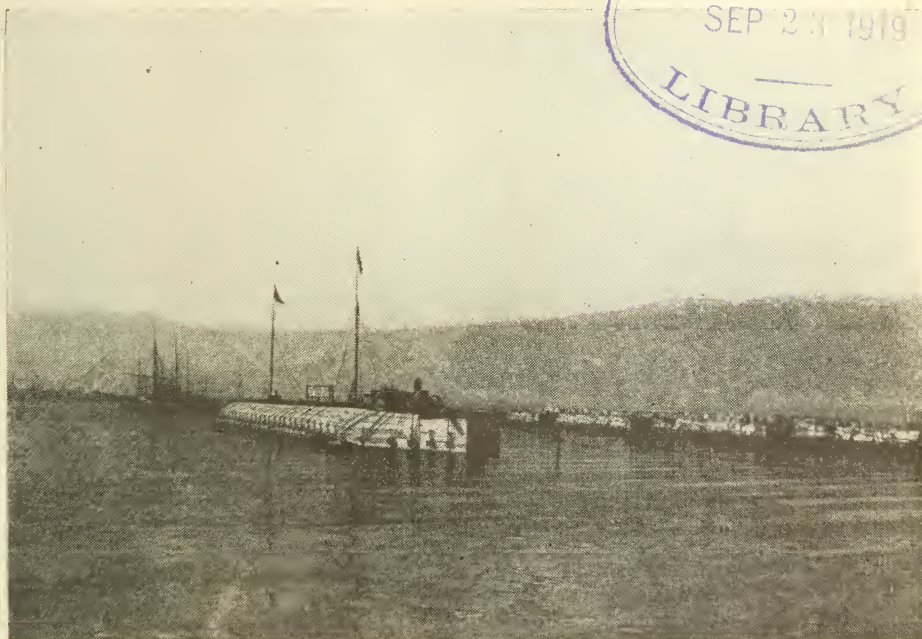
Report on Production of Creameries and Cheese Factories, 1915, 1916.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Rafting timber from Norway to England. The raft at Trondhjem, Norway. End view, showing springs which did good work in allowing the timber to swell and also to "work" in a sea way. (See page 570.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, September 22, 1919.

No. 816

INCREASED SUPPLIES OF FRESH FISH IN THE UNITED KINGDOM.

TRADE COMMISSIONER HARRISON WATSON.

London, September 4, 1919.—As was anticipated in previous reports, the recovery of the United Kingdom fisheries has been rapid, and while the receipts for the first half-year of 1919 still fall considerably below pre-war returns, the weight of fish landed in England and Wales during the six months is practically double that in 1918, while there is also a substantial increase in the Scottish figures.

Indeed the view is held by authorities that supplies of fish in home waters have never been more plentiful, because during the war several of the most important grounds were not touched by the fishing fleets, while marine disasters have provided unusual supplies of feed of all kinds.

For this reason there is general dissatisfaction at the high prices which still prevail for almost every kind of fish, and angry complaints that profiteering is being conducted upon a large scale.

While the industry still suffers to some extent from labour disorganization which hinders production to the fullest extent, there is a very general opinion that the fish trade prefer to maintain high prices by keeping down supplies, which is an even greater obstacle than the occasional cases which have arisen of shipments of fish reaching their destination in such a condition, owing to transportation delays by rail and road, that they have had to be destroyed.

The value of fish as a substitute for meat has never been more important than at the present time when supplies of meat are short the world over, and it is understood that the allegations which are being made and the general circumstances attending the fish industry and trade of the United Kingdom are being thoroughly investigated.

The position is set forth in the following table showing the quantity and value of wet fish landed during the six months ended June 30 of the years 1914, 1918, and 1919.

While the statistics for England and Wales were published some time ago, those for Scotland and Ireland, which are recorded independently, have only now been issued, which explains the delay in transmitting the information:—

	Six months ended June 30th, 1914.		Six months ended June 30th, 1918.		Six months ended June 30th, 1919.	
	Quantity (excluding Shellfish).	Value (including Shellfish).	Quantity (excluding Shellfish).	Value (including Shellfish).	Quantity (excluding Shellfish).	Value (including Shellfish).
	Cwts.	£	Cwts.	£	Cwts.	£
England and Wales.....	5,050,973	4,233,457	1,515,066	6,397,328	3,062,672	7,691,932
Scotland	4,501,913	1,733,657	1,816,015	3,524,161	2,334,087	3,309,340
Ireland.	320,752	132,626	245,062	408,877	236,472	278,319
Total	9,873,638	6,099,740	3,576,143	10,330,366	5,633,231	11,279,591

DISCOVERY OF OIL IN ENGLAND.

Mr. J. E. Ray, Canadian Trade Commissioner in Manchester, England, writes under date September 1 as follows:—

With regard to the discovery of oil in England recently, the well-known geologist, Dr. W. Forbes Leslie, who has just completed a tour of inspection of the East Anglian oil fields, states that it is the greatest discovery since coal. It is calculated that over 2,000,000,000 tons of shale lie in the neighbourhood of King's Lynn. Supplies are forthcoming in satisfactory quantities, but boring and laying of plant are not yet completed.

Dr. Leslie states: "It is my belief that the supply is well nigh inexhaustible, and it is not damaged by sulphur. The oil is wonderfully pure, and the richness of the deposits extraordinary. For every ton of shale we can average 50 gallons or so of pure crude oil."

BRITISH AUTOMOBILE IMPORTS.

Mr. J. E. Ray, Canadian Trade Commissioner in Manchester, England, writes on September 1 regarding British automobile imports:—

With the removal to-day of the embargo on the importation of foreign-built automobiles, a good deal of speculation is prevalent regarding the influence of imports upon the British motor-car industry. Manufacturers are naturally clamouring for a reimposition of the restriction, while users are eager to take advantage of conditions which promise the cheapening of cars by the anticipated influx of the same from the United States. It is questionable, however, whether the huge domestic demand in the United States and other countries will permit export on a reasonably large scale. Buyers here would welcome the pre-war American tourist car which was purchasable at about \$1,250, but it is realized that even the cheapest car obtainable from the United States in the immediate future must carry with it a considerably enhanced price. As a matter of commercial policy the American manufacturers may make great sacrifices, but only the most optimistic anticipate the incoming of numerous or cheap cars. The cost of production to American builders has advanced by approximately 30 per cent and freight rates are infinitely higher than in pre-war days; furthermore, the British import duty of 33½ per cent still remains. So that, compared with 1914, the landed price of an American car in England must be from 50 per cent to 60 per cent higher.

The opportunity for exporting cars from Canada to the United Kingdom is worthy of consideration by Canadian manufacturers, as cars imported from the Dominion will pay only two-thirds of the British rate of duty.

For the benefit of manufacturers the following statistics are appended to illustrate the number of cars imported by Great Britain in pre-war days, and the countries of origin:—

	1913. Number.	1914. Number.	1913. £	1914. £
Germany.. . . .	253	122	90,963	42,237
Netherlands.. . . .	5	5	2,070	1,497
Belgium.. . . .	418	277	243,698	180,098
France.. . . .	1,351	642	416,490	203,911
Switzerland.. . . .	15	.....	7,798	—
Italy.. . . .	138	232	58,333	113,265
United States of America.. . . .	3,619	6,225	744,392	1,311,932
Other foreign countries.. . . .	9	3	2,275	1,000
Total from foreign countries ..	5,808	7,506	1,566,019	1,853,940
Canada.. . . .	1,012	9	172,443	2,800
Other British possessions.. . . .	.....	5	.....	1,770
Total from British possessions.	1,012	14	172,443	4,570
Total.. . . .	6,820	7,520	1,738,462	1,858,510

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

B. S. Webb, Buenos Aires.. . . .	Now travelling in Ontario.
D. H. Ross, Melbourne.. . . .	Now travelling in Ontario.
W. A. Beddoe, Auckland.. . . .	Travelling in Ontario.
W. J. Egan.. . . .	Now travelling in Ontario.
Harrison Watson, London.. . . .	Expected to arrive in Canada about the end of September.
H. R. Poussette.. . . .	Has left Canada on a trip to Oriental countries.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

MORE INQUIRIES IN JAPAN FOR CANADIAN PULP AND PAPERS AND PAPERMAKERS' SUPPLIES.

Mr. A. E. Bryan, Canadian Trade Commissioner at Yokohama, Japan, who has before often emphasized the possibilities for Canadian pulp and papers in Japan, sends under date August 26, copy of the following letter received from a man who was formerly in the paper business in Canada, but who has of late gone into business for himself in Japan, specializing on pulp and paper and papermakers' supplies.

"I would greatly appreciate your putting me in touch with Canadian manufacturers of papers and pulps; also manufacturers of felts, wires, and such other supplies and materials as are used by paper manufacturers.

"I have some first-class connections here, and may say that one customer alone has so far this year opened through us credits amounting to over yen 2,000,000 to cover pulp purchases. With this particular customer we have practically concluded a three-years' contract covering all their requirements in imported materials and supplies.

"So far practically all our business has been done through agents, but as the service rendered has generally been so very poor we are particularly anxious to get in touch with manufacturers. In connection with the above three-year contract we are now open to receive samples and prices for monthly shipments during 1920 of about 300 tons each of kraft and bleached sulphite pulps.

"As all purchases will be covered by bankers' letters of credit, manufacturers will have no credit risks whatever. Such terms being practically equivalent to cash with order, very best prices should be quoted. Cash or agent's discounts should be stated separately.

"Anything you can do to put us in touch with manufacturers will certainly be very much appreciated."

See Trade Inquiries Nos. 2768 and 2769 in this number of the *Weekly Bulletin*.

AUSTRALIAN EMBARGO ON IMPORT OF APPLES NOT TO BE LIFTED THIS YEAR.

The following cablegram, dated September 9, has been received from the office of the Canadian Trade Commission, Melbourne, Australia:—

"Comptroller General of Customs advises apple embargo cannot be lifted this year."

RAFTING TIMBER FROM NORWAY TO ENGLAND.

From time to time the *Weekly Bulletin* has published articles and illustrations on the transoceanic rafting of timber. In *Weekly Bulletin* No. 749 (June 3, 1918) we published an illustration of a raft of Oregon pine in the form of a boat which was towed from Oregon to Chile. In *Weekly Bulletin* No. 760 (August 19, 1919) we published an item in reference to a Swedish project for the rafting of lumber across the North sea. Both these items attracted wide attention among Canadian lumbermen, especially those of British Columbia.

Later on the Commercial Intelligence Branch of the Department of Trade and Commerce secured plans, description and photographs of an ocean raft in the form of a ship carrying its own power plant, which were handed to the secretary of the Canadian Lumbermen's Association for submission to the convention of Canadian lumbermen in St. John, N.B., in April, 1919.



Beginning construction on the shipways at Hommelvik, Norway, showing bottom boards forward being laid.

In *Weekly Bulletin* No. 803 (June 23, 1919) we published a description with accompanying illustrations of various types of ocean rafts: (1) the "Arbuthnot," a demountable timber ship propelled by its own steam, designed by John Arbuthnot and J. H. Price, both of Victoria, B.C., to be employed, by order of the British Timber Controller, in the shipment of cut lumber from British Columbia to the United Kingdom. (2) A Swedish raft put together at Haparanda, Sweden, by a company known as the Rafanut Aktiebolaget, and floated to Copenhagen. (3) The Bayley Trans-oceanic Timber Transport, the construction of which can be commenced on a float in the water, on a beach, or on the ice. (4) The Benson log rafts, each 900 feet in length, 55 feet wide and drawing 28 feet of water, and containing 4,000,000



At Ipswich, May 1, 1919. Showing cross-wires, and the angle of the top deck. This was to allow the waves to break over the raft without doing damage.



Unloading forward with the aid of a 5-ton electric crane. This timber all came out in good condition.

feet of logs, which were built at Clatskanie, Oregon, on the Columbia river, making the 1,200 miles voyage from the Columbia river to San Diego, California, in approximately fifteen days.

In this number of the *Weekly Bulletin* we publish an account of a raft which was constructed at Hommelvik, Norway, under the direction of a Canadian, Mr. E. Marshall Amsley, 1302 Royal Bank Building, Toronto, on behalf of the British Ministry of Shipping, and thence made the voyage to Ipswich, England, where it was dismounted.

Mr. Amsley writes as follows: In reference to the rafting of timber from Hommelvik, Norway, to Ipswich, England, during the winter of 1918-19, a large timber raft was constructed at Hommelvik, Norway, by a London timber firm. As the British Ministry of Shipping was greatly interested in this venture and the arrival of the timber in England being of great importance they gave their every aid to help the venture along and to make it a success. I was sent over to Norway last October by the Ministry of Shipping (London) to superintend the construction of the proposed raft. On arrival in Norway I picked out the site for building and also made all arrangements for labour. The raft was built on shipways, launched and then towed over to England. I made the trip over the North Sea for the purpose of watching the movements of the raft in heavy seaways. Very rough weather was experienced. However, as the raft "worked" very well, we made the East Coast without mishap. I was in charge of the unloading of this raft at Ipswich and was therefore in the position to see the results of the timber having been submerged for three months, and also the amount of damage caused by the movement of timbers during heavy seas.

The raft was 360 feet long, 42 feet beam, and with a depth of 18 feet from top to bottom. The raft consisted of a cargo of 1,242 standards of sawn timber of various dimensions. The raft was constructed something like a ship with a bow and stern, a rudder was used for the purpose of aiding the tugboat to manœuvre the raft through the winding Norwegian Fjords.

In the construction of the raft a quantity of steel bolts were used for the purpose of strengthening the construction and to give added strength in seaway.

Compressed steel springs were used every ten feet along both sides and down the centre of the raft. These springs would allow the timber to swell without doing any damage to the strength of the construction, also to allow for the working of the raft in a heavy seaway.

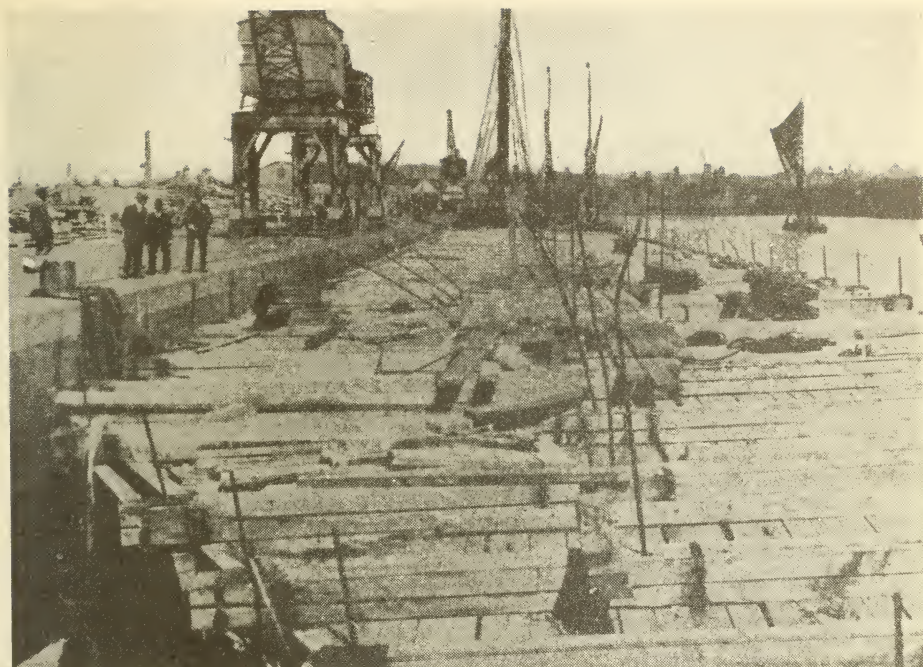
When the raft has been completed a tug boat towed her over to Ipswich, England. The trip over took twenty-eight days, a considerable delay being caused by being held up in the Norwegian Fjords waiting for favourable weather on the North Sea.

During the trip over the North Sea a big storm was encountered. During this storm the raft went through very heavy seas, and she twisted and turned and looked more like a huge snake than anything else, and it was thought that the raft would never come through. However, the springs served right up to their purpose and allowed the raft to strain itself without doing any material damage. Later when in quieter waters you would never have known that there had been any strain on the raft.

On arrival at Ipswich the raft was inspected by representatives from the Ministry of Shipping and also by the firm who were responsible for the construction of the raft. Every one expressed their opinion to the effect that it was certainly a wonderful piece of work and a credit to those who had built it.

It took two weeks to unload this timber with the aid of two five ton electric cranes and a good-sized gang of men.

Most of the timber came out in very good condition and was immediately stacked for the purpose of allowing the sun and wind to dry it out. Some of the timber was rather badly soaked with the salt water. However, as this timber could be used to advantage in foundational work it was not considered that any material damage had been caused by the salt water.



Showing the timber after 6 feet down of timber had been removed, all in good condition.



The last two layers, but in good condition for foundational purposes.

The steel bolts were sent away to be cleaned and strengthened and made ready for another raft.

As this first raft was a success, it is thought that many more rafts will be built and in this way England and France will get a great supply of timber in short time for rebuilding purposes.

CANADIAN APPLE IMPORTS INTO GREAT BRITAIN.

The following cablegram dated September 10, was received from Mr. J. Forsyth Smith, Canadian Fruit Commissioner, Liverpool:—

“One hundred and seventy-five barrels Canadian Duchess *Cassandra*, Glasgow, mainly domestic, poor condition, maximum mainly despite condition though allowances may follow. 551 Maine Gravensteins cases, maximum.”

EXHIBITION OF INVENTIONS AT ST. ETIEMER, FRANCE.

The Commissioner General of Canada in Paris, France, has received the following letter from Union des Inventeurs et Artistes Industriels de la Loire, Hotel de Ville, St. Etienne (Loire):—

“This exhibition, the third of its kind, which is to be held in October, has the patronage of public authorities and of all the people who have made a name for themselves in the commerce and industry of our region; it will have the advantage of temporary guarantee, that is to say that all novelties not patented will be legally protected for one year starting from the opening of our exhibition, which, we wish to add, will award legal rewards.”

SHIPPING STATISTICS OF FRANCE, 1918.

Hon. Philippe Roy, Commissioner General for Canada in France, has sent the following statistics of tonnage and ships entered and cleared at the principal French ports in 1918, from figures furnished by the Department of Customs.

Ports—	Tonnage.		Number of Ships.
	Net for Merchandise.	Gross for Ships.	
Rouen.. . . .	8,571,343	8,018,896	11,965
Le Havre.. . . .	3,699,081	7,820,100	21,903
Marseilles.. . . .	5,080,260	7,501,365	8,706
Bordeaux.. . . .	5,990,384	6,578,843	3,939
Boulogne.. . . .	1,952,496	5,816,145	12,596
Calais.. . . .	2,757,244	5,712,774	14,494
St. Nazaire.. . . .	3,481,515	5,128,260	2,615
Dunkirk.. . . .	2,095,612	2,579,465	6,469
Nantes.. . . .	2,235,485	2,535,369	3,786
La Rochelle-Pallice.. . . .	1,660,324	2,307,345	5,751
Dieppe.. . . .	1,658,704	2,199,778	5,178
Brest.. . . .	1,194,994	1,664,566	13,899
Cette.. . . .	1,376,918	1,650,065	4,994
Cherbourg.. . . .	581,927	1,233,678	2,378
St. Malo.. . . .	992,708	1,036,926	6,947
Caen.. . . .	1,008,237	912,717	3,180
Rochefort.. . . .	733,476	825,527	1,080
Bayonne.. . . .	700,742	553,629	1,554

ENCOURAGEMENT TO EXPORT FROM SIBERIA.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, August 15, 1919.—An announcement has been made by the authorities that henceforth exporters will not be required to place at the disposal of the Government any of the foreign exchange resulting from the sale abroad of Siberian products. This restriction in the opinion of many business men has been one of the reasons for the present low value of the rouble. Entire freedom will now be given to exporters in the shipment to foreign markets of Siberian products. A large quantity of wool, furs of various kinds, bristles and hides, belonging principally to the large co-operative associations, are now lying at the port of Vladivostok awaiting shipment, and further quantities are expected to arrive in the near future from the interior. The Union of Siberian Creamery Associations is making arrangements for shipping abroad a large consignment of wool, bristles, hides and furs of about \$10,000,000 total value, while the Union of Siberian Co-operative Unions ("Zakoopsbyt") is also preparing to export fairly large quantities of furs. The same applies to the Siberian Union of Credit Unions ("Cyncredocus").

The export abroad of these raw materials should materially assist the exchange position of the rouble and the financing of railway, military and other supplies required to be imported from abroad. The intention of the Government to further the export of raw materials from Siberia by all means possible is therefore welcomed on all sides.

The Foreign Trade Committee of the Government has announced that every assistance shall be given to exporters and importers on the following terms:—

1. Assistance will be given to the owners of raw materials desirous of exporting same and wishing to receive a cash advance for securing railway car space, this advance to be received through a private or state bank by a letter of guarantee from the Committee for Foreign Trade, or should the bank refuse to grant the advance on favourable terms, same will be given from the funds of the committee.

2. To such owners will also be given advances for forwarding the raw materials should they lack sufficient funds for this purpose.

3. Contracts will be concluded on the commission basis for the preparation and sale of raw materials with firms having the necessary technical equipment.

4. Agreements on the commission basis will be accepted for the sale of raw materials for private owners on foreign markets, and an advance will be immediately given on this raw material either in roubles at the place of dispatch or in foreign currency from the date of shipment in Vladivostok.

5. Agreements on the commission basis will also be received for the acquisition abroad of machines and tools and other such products of first necessity in return for the foreign exchange received by exporters. Permission will be granted for the shipment of these goods by rail.

6. Special permission will be given for the forwarding of raw materials by the railways.

7. The giving out of all kinds of information regarding matters of domestic trade will be organized.

CANADIAN CONSIGNMENTS TO THE ARGENTINE.

From the office of the Trade Commissioner at Buenos Aires we learn that in the first direct shipments from Canada to Buenos Aires, made by the *Canadian Pioneer* (Canadian Government Merchant Marine, Ltd.) there were included the following: Agricultural machinery, automobiles, automobile tires, newsprint, wall paper, window glass, leather, malt, iron, iron sheets, oilcloth, cream separators, shingles.

COMMERCIAL NOTES FROM CHILE.

(Contributed by George Mallett.)

The Metric and other Systems.

Valparaiso, August 1, 1919.—The Valparaiso municipality has decreed the adoption of the metric system within the urban limits, within the space of ninety days, under penalty of a fine.

Similar decrees were made over thirty years ago, and still it is only one out of many systems in general use. Government departments insist upon the metric system, the naval authorities issue circulars every few years prohibiting anything but metric measure in the technical departments, but it has been found almost impossible to stamp out the old systems, especially in view of their intimate connection with international commerce.

All timber, iron and steel, etc., is calculated, used, bought, and sold in English feet and inches all over the country. The native lumber is dealt in by inches as regards width and thickness, but in Spanish varas in lengths. The peasantry and country people generally do not understand metrical terms. The architect is therefore confronted with the necessity of specifying and calculating lumber for the floor joists of a room 4 metros wide, as 3 inches thick by 10 inches wide by 5 varas long. The merchant fixes his prices at so much per square foot, of one inch thick, for selling to the general public, and sells to the Government at per square metre.

The merchant buys a drum of oil in England containing 5 gallons, and sells here 6 gallons in the same drum. The draper buys yards of 36 inches and sells varas of 33 inches. The Spanish atmosphere of the famous peninsula shrinks all measurements on the way out. They buy in quarts in England, and sell elsewhere in litres.

The produce merchant buys grain by fanegas, in sacks containing more or less $1\frac{1}{2}$ fanegas; and some articles by sacks of certain weight which varies according to locality.

The potato producer in the south sells 6 almuds to the chigua, 2 chiguas to the sack, to the merchant who exports them at sacks of 90 to 100 kilogrammes, to be retailed by decalitres. An attempt is now being made by the new produce exchanges of Santiago and Valparaiso, to establish a fixed standard for all produce at per 100 kilogrammes.

Railway Surveys and Improvement of Service.

Transandine via Lonquimay.—The Minister of Industry has received a report from the Director of Public Works in which he points out that the commission of engineers entrusted with the surveys for the proposed new line known as the Transandine Railway via Lonquimay has had to return to Santiago owing to scarcity of funds. So far 101 kilometres have been staked out, of which 67 kilometres lie between Curacautin and the pass of Mallin Chileno. On the Argentine side, definite surveys have been made between Zapala and the pass of Mallin Chileno.

Santiago-Valparaiso via Casablanca.—The commission of engineers who have been surveying the projected new line from Valparaiso to Santiago via Casablanca are at present in Santiago, arranging the results of their field work and transmitting their plans to paper. Already some 40 kilometres have been definitely staked out between Maipu and Curacavi. It is calculated that July next will see this survey completed if the necessary funds are forthcoming.

Arica-La Paz.—An increase of \$214,387 gold has been agreed upon in the extraordinary subsidy conceded to the Arica-La Paz Railway by the Law No. 3319 of September, 1917; and the one hundred covered 25-ton cars and the three "Mallet" locomotives purchased in North America are declared free from import duty.

Improvement of service.—A Bill is being laid before Congress asking for authority to use fifteen million pesos of the funds set apart for the purchase of ships for the navy, in carrying out the urgent improvements necessary for the service of the railway department; the money to be returned to the naval funds out of the loan of 160 million pesos which is being negotiated and is anticipated will be arranged by November next. Some reports say the probable financiers are English firms, other reports say a group of United States bankers are taking it up.

The "Mikado" locomotives recently arrived from North America are said to be too heavy for general use except in the central zone where the bridges are sufficiently solid to carry them.

TAXES ON COMMERCIAL TRAVELLERS VISITING SOUTH AFRICA.

The following statement regarding the issue of licenses to commercial travellers in South Africa has been received from the office of the Canadian Trade Commissioner in Cape Town:—

Cape Colony.—£50 per year for the first firm represented and £5 per year for every other firm, or a maximum license of £100, which covers any number of agencies.

A license can be taken out for the second half of any one year only (viz., July to December), at half the above prices, but this does not apply for the first half of the year.

The above amounts are reduced by 50 per cent when an agent has been resident in the country for three years.

Transvaal.—£10 per year for any number of licenses or £6 for half year, which can be taken out for either first or second half of the year.

Natal.—Same as for the Transvaal.

Orange Free State.—£20 per year for any number of licenses, but the license can be taken out for three months only for £5.

Rhodesia.—£30 per year for any number of agencies.

There is no preference given to representatives of British or Dominion houses. They all come under the term "foreign representatives." There is a further import license for all firms importing goods over £1,000 per annum, based on the turnover.

THE CLOTHING REQUIREMENTS OF POLAND.

Following is a statement regarding clothing and cloth in Poland, drawn up by J. Worledge, British Food Mission, Warsaw, in conjunction with the Raw Materials' Section of the Supreme Economic Council, dated July 24, 1919, and forwarded by Sir William Goode:—

1. At the present time the question of clothing in Poland is very critical. The shortage is felt by every one, but the needs of the working classes and country people are very great and urgent. With the approach of winter, the urgency will increase. In ordinary times the workmen in the towns wore cheap clothing manufactured from cotton, while the peasants in the country wore very strong and durable home-made cotton and woollen materials. But to-day there is no choice for any one—people wear whatever they can buy.

2. Previous to 1914 Poland did not import any great quantities of materials. Her own production was not only sufficient to cover the requirements of her population, but even left a small surplus which was exported into Russia. Such cloth as was imported from England consisted only of very good tweeds, first-class ready-made clothing, and a small quantity of fine quality silk material. A good deal of fibre cloth

was manufactured in the neighbourhood of Bialystok. At the present time these factories are not running. There were in addition in the towns many small shops belonging chiefly to the Jews where clothing was made up. In the country every family made up their own clothing, and in many cases manufactured the cloth as well.

3. Cotton and wool are most urgently needed to restart the many factories adapted for the manufacture of cloth. Manufactured cloth would also be very welcome at present for the use of the civilian population and ready-made clothing for the use of the army and certain classes of workmen, such as miners, etc., and for Government employees. At present prices are very high, not only for clothing, linings and all trimmings, but for labour, too—making a suit of clothes an expensive article and altogether out of the reach of many of the poorer classes.

4. (a) Associated Governments supply the materials for army and police uniforms only.

(b) America has supplied about 100 cars of old clothing as a gift from benevolent institutions, principally Polish and Jewish.

(c) Between April and June material began to arrive from Switzerland. The import from Austria and Bohemia began a little later, but will increase in the near future. Transports are also expected from Holland and Italy on account of private firms. The close of the harvest season, the approaching winter and the expectant establishment of the Polish currency, together with the regulation of its value in respect to foreign currencies, will all stimulate the import of clothing. This will probably take place from the early part of September to the end of October. English cloth and clothing is very popular. Firms here are very anxious to get it, but their greatest difficulty is to arrange payment, as there is no means here at present of transmitting currency.

5. Prices are very high, as is shown by the following:—

Cotton materials for men's suits, $1\frac{3}{4}$ yards width—Mks. 120 to 300 per yard.
 " " ladies' costumes, $1\frac{1}{2}$ yards width—Mks. 75 to 225 per yard.
 Lining—Mks. 22 to 75 per yard.
 Thread—Mks. 18 to 25 per 1,000 yards.
 Linen for underclothing—Mks. 45 to 60 per yard.
 Readymade men's suits from Mks. 400 to Mks. 1,200.
 Trousers—from Mks. 150 to Mks. 400.
 Summer overcoats—Mks. 300 to 1,000.
 Autumn overcoats—Mks. 400 to 1,300.
 Men's shirts—Mks. 65 to 120.
 Men's socks—Mks. 12 to 25.

With the varying rate of exchange British goods which could be bought at reasonable prices in March to-day cost nearly twice as much, since in March the current rate of exchange for £1 was mks. 42, to-day it has reached mks. 90.

General.—It is understood that the Dutch Government is making arrangements to supply clothing, giving $2\frac{1}{2}$ years' credit; but I am unable to give figures as to the amount.

On the whole the Government departments here are not inclined to recommend free distribution of clothing of any sort.

ITALIAN BANKING ENTERPRISE IN THE CAUCASUS.

(*British Board of Trade Journal.*)

Under the auspices of the Banca Italiana di Sconto there has come into being the "Banca Italo-Causica di Sconto," with headquarters in Rome, and a capital of lire 40,000,000. Its object is to develop Italian trade in the near East and specially in the Caucasian area. Branches will be established at Tiflis, Baku, Grosny, etc.

NEW POLISH CUSTOMS TARIFF BEING DRAWN UP.

(British Board of Trade Journal.)

It is understood that a special commission is at present engaged in drawing up a new Polish customs tariff, and that the work of this commission will shortly be completed. It is also understood that the new tariff will be based in the main upon the Russian General Tariff of 1903.

In this connection attention may be directed to article 14 of the Treaty of Peace between the United States of America, the British Empire, France, Italy, and Japan, on the one hand, and Poland on the other, signed at Versailles on June 28 (which is to come into force on the same date as the Treaty of Peace with Germany), which provides as follows:—

“Pending the establishment of an import tariff by the Polish Government, goods originating in the Allied and Associated States shall not be subject to any higher duties on importation into Poland than the most favourable rates of duty applicable to goods of the same kind, under either the German, Austro-Hungarian, or Russian customs tariffs on July 1, 1914.”

CHARGES FOR LYONS FAIR STALLS.

(London Times Trade Supplement.)

Prospective British exhibitors at the Autumn Lyons Fair learned with some surprise that they are to be charged £32 for a stand, while the charge to a French firm is only 800f. At the spring fair the fee was £25, and the price worked out at much about the same figure as that paid by the French exhibitor. No reason is given for the present discrimination and extra charge. The feeling among British exhibitors is that the Lyons authorities to avoid needless irritation would be well advised to reconsider their policy in this respect. Representations on the subject are being made by the Association of British Empire Exhibitors, an off-shoot of the Federation of British industries, and, as a matter of policy, the association is urging that in the case of all international fairs the charges should be made in the currency of the country where the fair is held. If this were understood it would certainly preclude any sense of grievance such as is now felt on this side in reference to Lyons Fair charges. The association, which consists of representative exhibitors in London and the provinces and representatives of Canada and Australia and the British Chamber of Commerce in Paris, is doing good work on behalf of British exhibitors. The association has taken a stall at the forthcoming fair, and an adequate staff will leave London about the middle of September to attend to all the necessary details for the convenience and comfort of members, and for the protection of their interests.

NO ALL-BRITISH SECTION.

A canvas of British exhibitors at the last Lyons Fair on the question whether in future there should be an empire section (all-British group) instead of the present grouping by industry, irrespective of nationality, has resulted in a practically even vote. In these circumstances it is unlikely that the present system will be disturbed; in fact, there is a good deal to be said for the argument that the matter should be considered from the view of the buyer, who, after all, does not care so much about nationality, and would prefer to find in close proximity all exhibits of the particular goods in which he is interested. Certainly, the British exhibitor is not afraid to show his wares alongside those of any other country.

INDUSTRIES AND REQUIREMENTS IN ROUMANIA.

(From the British Commercial Secretary at Bucharest, in British Board of Trade Journal.)

The principal industries of Roumania are timber felling and sawing, sugar (from beets) distilling, and the largest of all, the petroleum industry. There are, of course, smaller industries, such as barge and boat building, boot and shoe making, tanning, quarrying stone, coal mining, and in the new province of Transylvania, a coal and iron industry with some steel.

On the whole the simple types above mentioned are those of pre-eminent importance to the country, and the major portion of their raw materials is produced locally. A certain amount of machinery is required, and indeed British manufacturers seem to have already realized the need. There are several representatives of British firms here to sell such goods, including accessories, i.e., belting, oils, etc.

In addition to the above the needs of the railway industry of the country should not be overlooked. There is, for example, a shortage of oils for lubricating in Transylvania, but in how far this shortage could be met from Roumania it is not at present possible to say.

CLOTHING AND CLOTH.

The peasantry seem fairly normally clothed. Their clothing is produced locally from cloth also produced locally to some extent, and also from cottons imported. They make their own garments. Clothing of various kinds, such as heavy flannel pyjamas, as well as others more suitable, is being supplied to a certain extent by pseudo-charitable organizations. The urban populations wear "European" clothing, and their needs seem to be in process of being met by private enterprise, which has already exported quantities from the United Kingdom and France. Boots and shoes, 200,000 pairs, have been purchased by the Ministry of Commerce in Paris and London, and another half-million pairs through the Banca Agricola in the United Kingdom, according to a statement made by the Minister of Commerce.

CROPS.

In the opinion of competent people in Roumania the present year's crops of cereals will be sufficient to cover the needs of the population, and there seems a slight possibility that grain will be available for export. Already some such as rape seed is stated to be available. There seems no need for any further distribution of food or clothing in Roumania in the form of relief. With good harvests the country will be on a fair way to recovery within a few months, and provided credits could be arranged in London to enable a supply of manufactured goods to reach this market the position should rapidly become normal.

ARTICLES IN DEMAND.

The following is a list of articles which are in demand at present:—

Jute cloth, bags, sacks, hessians, twills, etc.

Ropes, all kinds, and binder twine.

Agricultural machinery.

Industrial machinery, oil and petroleum, etc., tools.

Packing, waste, tubes, belt fasteners, lubricators, lamps, gauges, valves, weighing machines, pumps, winches, lathes, iron barrels, brass fittings, etc.

Electrical lighting installations and articles generally.

Ironmongery, sheet iron, tinplates.

Drugs and chemicals, perfumes, toilet articles, heavy chemicals, soaps, candles, etc.

Paint, varnish.

Coal, coke, firebricks.

Lead pipes, lavatory articles, porcelain baths and fittings, taps, iron pipes, etc.

Belting, leather, hair, camel-hair, gutta-percha.

Raffia.

Wearing apparel of all kinds, waterproof coats, etc., suitings, dress goods.

Textiles, cotton piece-goods.

Boots and shoes, rubber-soled sports shoes, leather leggings.

Rubber goods, stationery articles, etc.

The list is not exhaustive, but is an attempt to name the goods in greatest demand.

CREDITS.

In many cases payment will have to be accepted, at a rate of exchange between sixty and sixty-five lei to the sovereign in Bucharest. The price will probably be deposited in a bank of recognized standing until it is possible to transmit to London. This means that only large houses can do business, houses who are willing and able to leave the money in Roumania. This, however, is a temporary state of affairs and the natural resumption of exports should enable facilities on London to be established even should no credit be granted officially or semi-officially to the Roumanian Government.

Several representatives of British houses have adopted the above methods as a temporary measure and sacrifice to enable them to achieve a footing in the market.

TRANSPORT DIFFICULTIES.

On account of congestion at Galatz and Braila, there is greater scarcity at Bucharest than at these ports. Transport for private merchandise from Galatz to Bucharest is almost non-existent. Relief provisions receive first consideration for transport facilities, followed by military equipment—which is in turn followed by such merchandise as agricultural machinery, sulphate of copper, and other purchases of the Government.

Schemes are on foot to meet this situation. French firms, however, are shipping fairly freely by train from Paris, and already French goods are appearing in the shop windows.

IMPORT PERMITS.

It should be borne in mind that an import permit is necessary in the case of articles of luxury, and it does not appear that any clear classification exists in this matter. This being so the agent at Bucharest should make arrangements before shipment is made from the United Kingdom.

INVOICES.

Invoices for all goods shipped should be made out and certified at the local Roumanian Consulate. Care should be taken that the full value of the goods is inserted in these invoices as the Roumanian Government reserves to itself the right to requisition the goods at an advance of 20 per cent on the invoice prices, plus the expense of transport to the point of requisition; and as the price would be paid at the Government fixed rate of 44.25 lei to £1, care should be taken to avoid loss.

DIRECTORY OF CHEMICAL INDUSTRIES IN CANADA PUBLISHED.

The Dominion Bureau of Statistics has just issued a directory of the chemical industries in Canada, listing the names, addresses and products of nearly five hundred Canadian firms manufacturing chemicals, or other products in which the processes used are essentially dependent upon the agency of chemical change.

This publication will undoubtedly fill a long felt want and should be of considerable value to the general public as well as to the trade. It has come to be a well accepted truth that scientific progress is essential to the true development and material welfare of any country, and in Canada, where many of our natural resources are as yet almost unknown, the importance of laying sound foundations cannot be over-estimated. Some of the possibilities of industrial chemical development were made apparent by the remarkable accomplishments along these lines in Canada during the war, and consequently popular sentiment now favours the idea that this country should, to a large extent, be freed from dependence upon other countries for our chemical needs. In order that this idea might be guided along well advised lines, it was essential that a survey of our chemical industries should be made, and the bulletin now referred to represents the first phase of this work.

The directory is in two divisions: (1) an alphabetical list of the various concerns, the head office address of each, together with a detailed list of their products, including in the latter chemicals and products resulting from chemical processes; (2) a list alphabetically arranged of the chemical products manufactured in Canada showing the names of the various firms engaged in their manufacture.

The directory has been published in a limited edition, and as a great number of requests for copies have already been received, it is probable that the available supply will soon be taken up. Requests from those interested should be addressed to the Dominion Bureau of Statistics, Ottawa.

EXPORTS CREDITS FROM THE UNITED KINGDOM FOR THE NEW STATES OF EUROPE.

(London Times, September 5, 1919.)

The Board of Trade announce that the Government are prepared from next Tuesday, through their Export Credits Department, at 10 Basinghall street, E.C. 2, to consider applications for advances up to 80 per cent of the cost of the goods, plus freight and insurance, for goods sold to Finland, the Baltic provinces (Latvia, Esthonia, and Lithuania), Poland, Czecho-Slovakia, Jugo-Slavia, and the areas in Russia to which the scheme for insurance against abnormal commercial risks applies—subject to the following conditions:—

1. Documents are to be surrendered to the buyers against their acceptance of a bill in sterling drawn by the sellers for the full amount of the invoices, together with security (see the next paragraph). The Government will release the drawers from any recourse against them for the amount of the advances made.

2. The purchasers must agree to take up such documents against a deposit of currency calculated on the basis of the market exchanges, such deposit to be made with an approved bank in the country of purchase and to be held as security for the due payment of the bills.

3. When the advance is needed, the relative documents will have to be accompanied by a letter of guarantee from an approved bank of the country of purchase stating that the documents will be promptly taken up against such deposit of currency and undertaking that the amount of such currency shall always be maintained at a figure sufficient to give a margin of 15 per cent over the value of sterling as based upon

the exchanges (not upon the official exchanges, if any). All applications accompanied by a banker's guarantee of sterling payment at maturity of the bill will receive preferential consideration.

4. The Department will consider proposals for a deposit of produce or securities instead of currency.

5. The advances made by the Department will be a first charge upon the proceeds of the bills and securities; but, if such proceeds are less than the cost, plus freight and insurance, the loss represented by the difference will be divided between the Department and the drawer of the bill in the proportion of the advance made to the cost (plus freight and insurance).

6. The credits are to outstand only for such periods as the Department may determine in each case at the time of application for the advances.

7. The Government will settle from time to time the countries and goods to which the scheme relates, but advances will not be made for the export of raw materials and preference will be given to the finance of goods where the larger part of the cost is due to manufacture in this country.

8. All applications must be passed to the Department by the bankers of the sellers, whose recommendation must be attached.

9. After satisfaction of the advance the bill and securities will be handed to the seller if payment of the full amount of the bill has not been made.

10. At any time after maturity of the bill or after any default the Department will be entitled to close a transaction and hand over the security held, the seller bearing his proportion, as indicated above, of any loss incurred.

11. The conditions set out above may be modified at any time or in special cases.

With the consent of Barclays Bank (Limited) Mr. L. A. Davis, deputy foreign manager of that bank, has been appointed manager of the Department.

C.I.F. BUSINESS AND INSURANCE POLICIES.

(British Timber Trades Journal.)

A recent judgment of Mr. Justice Bailhache regarding documents connected with c.i.f. business raised an important point for the timber trade, and particularly for London. The judge decided that there was no obligation for a buyer to take up documents on c.i.f. sales if there was no insurance policy. Now, in the London timber trade it has been the custom with agents and large importers to insure their cargoes for approximate amounts against marine risks, and if they sell to a number of buyers on separate bills of lading, to close for the separate amounts when the invoices are to hand. Often one policy only is given, and a separate note from the brokers is made out for each invoice, stating that the insurance has been covered under a general policy. This is done for convenience, as in a large London cargo it might be necessary to have thirty to forty different policies when there are a number of receivers. But according to the recent judgment, a buyer is not bound to accept the broker's note, and may demand an actual policy. In the case in which judgment was given, the buyers exercised their legal right; but in the present state of the timber trade the point is rather an academical one. There is little fear of a buyer raising technical difficulties—he is glad enough to get his goods forward, and for all practical purposes he is just as safe with a broker's note as if a separate policy is issued. It is, however, as well for the trade to bear the case in mind, as there have been times, and there may be again, when, in a falling market, it is absolutely necessary for sellers to protect themselves against all possibilities.

LEGAL REQUIREMENTS FOR OPERATIONS OF FOREIGN AND DOMESTIC CORPORATIONS IN BRAZIL.

The American Chamber of Commerce for Brazil has just issued an important brochure on "*Legal Requirements for Operations of Foreign and Domestic Corporations in Brazil*," prepared for it by Richard P. Momsen, the chamber's legal adviser and a former American consular officer. In his letter of submittal Mr. Momsen says:—

Pursuant to a resolution of the board of directors, requesting me to prepare a brief on the legal requirements for operations of foreign and domestic corporations in Brazil, I respectfully submit the inclosed report, which I trust will prove of value to the members of the chamber as well to others who are interested in Brazilian trade. This report has been prepared with a view to filling a much felt want owing to absence of any information available in the English language, and it has been my endeavour to present it in a practical form for attorneys and business men abroad, rather than to enter into a minute discussion of the obscure points of Brazilian corporation law, which has not been possible within the limits of this brief report.

Mr. Momsen makes this explanation of the use by him of Brazilian instead of American currency:—

By reason of the fluctuation of Brazilian exchange, it has not been deemed practical to convert Brazilian values to currency of the United States. At the present time the Brazilian paper milreis, which has been used throughout this report, is worth approximately 28 cents in currency of the United States. Figures expressed to the left of the \$ mark are milreis and to the right are reis, each milreis having one thousand reis. One thousand milreis is equal to one "conto." Thus under the heading of expenses for initial operations, the stamp tax for decree of authorization, Rs. 300\$000 (300 milreis) is at the present time equivalent to approximately \$4 in currency of the United States; in the same way the expenses for publication of Rs. \$400 (400 reis) per line are equivalent to approximately 11.2 cents in currency of the United States.

METHODS OPEN TO UNINCORPORATED FIRMS.

Before discussing the procedure required for the domestication of foreign corporations in Brazil, or the organization of Brazilian corporations, Mr. Momsen describes the methods by which those enterprises that do not wish to attempt corporate organization immediately may still do business in the Republic:—

Until recently the majority of foreign firms limited their activities in Brazil to the appointment of an agent or representative. Such an agent or representative is usually a locally established firm, or a person sent to Brazil to represent the foreign company's interest here.

Whenever a corporation or firm sends a representative to Brazil, whether for the purpose of merely travelling through the country for a short period of time or of permanently establishing himself as a representative, his principles should invariably provide him with a power of attorney in order that he may properly represent their interests. Countless instances may be cited where representatives of foreign interests have become involved in serious difficulties with the local customs authorities and other Government departments, where they have been unable to protect their principals in matters of patents and trade-marks, where they have been prevented from closing important contracts for want of authority, where they have lost opportunities of an advantageous agency arrangements, and where they have been barred from the Brazilian courts, because they were not provided with a proper power of attorney to prove their legal capacity.

A power of attorney may be prepared according to the laws of the country where it is made, as far as its form is concerned—but is valueless in Brazil, unless properly authenticated by a Brazilian consular officer in the country of its issuance. Powers

of attorney transmitted by telegraph are legal to represent a creditor in bankruptcy proceedings provided they are authenticated by a Brazilian consular officer. Certain governmental departments have recently accepted powers of attorney sent by telegraph through Brazilian consulates abroad, but this method of transmission is very expensive.

FOREIGN FIRM ACQUIRES NO LEGAL STATUS.

Whenever a foreign corporation or firm limits its activities to the services of a representative in Brazil, it acquires no legal status in Brazil, which frequently proves detrimental and at times even disastrous. The representative is not permitted to carry on business in the name of the corporation, but only in his individual name. He is required to pay taxes to both the Federal and the local governments in his individual capacity, for he can carry on business only in such capacity, although no objection is made to his holding himself out as the representative of his principals. If his principals consign merchandise to themselves here, that is, to the corporation or firm, which has no legal status here, great difficulties will be encountered in the custom houses in clearing the goods. In case of the death of such a representative, the entire business automatically ceases, and the firm must again commence anew. The burden of proof of ownership of moneys and goods in the representative's possession at the time of his death falls upon the corporation or firm, and if his books are not kept with great scruple and care, considerable expense and much delay are necessarily incurred. Until some other person possessing a power of attorney appears, the firm's property can not be disposed of except by the courts. If the representative absents himself he must give a power of attorney to his substitute or successor. The company abroad expends large sums in the maintenance of an office and organization and in making known its products, but these but indirectly accrue to the benefit of the company, as the representative may use his position to enhance his own commercial prestige at the expense of his principals.

It is true that the company abroad saves the initial expenditures of incorporation and that the yearly business tax is somewhat less than under corporate management, but such a policy has so often been found "penny cheap, pound foolish" that there are sufficient examples on record to have warranted this comment.

OPERATING THROUGH A LOCAL PARTNERSHIP.

Instances of carrying on business in this manner by foreign organizations are exceedingly rare and are only practicable where one of the members of the foreign firm resides in Brazil, using his name in the firm. Partnerships are general and limited, the latter also comprising a special class of companies issuing shares. As in other countries, all partners in simple partnerships are personally liable jointly and severally for the debts of the partnership. The general partners in limited partnerships likewise have unlimited liability, while the liability of special partners is limited, with certain exceptions.

Foreigners may freely establish partnerships in Brazil among themselves or they may associate themselves with Brazilians. Partnerships of foreign countries can acquire no legal status in Brazil nor does Brazilian law provide for the registration or domestication of such partnerships. All partnerships must be formed locally and duly registered with the board of trade. A partner here may not sign any partnership agreement on behalf of another partner residing abroad without a specific and complete power of attorney from such other partner, this power of attorney being duly authenticated by a Brazilian consul.

If a partnership abroad wishes to operate in its own name in Brazil, the simplest method is to form a corporation entitled "John Doe, Incorporated, of Brazil," or a similar name and to apply to the Brazilian Government for the domestication of the corporation. In this manner legal status may be acquired.

TWO METHODS OF ORGANIZATION FOR FOREIGN CORPORATIONS PERMITTED.

The method by which a foreign enterprise enters the commercial field of Brazil is one of the principal problems confronting those interested in such a project, and to a great extent often determines the success or failure of the venture. This immediately requires careful consideration of Brazilian legislation concerning the rights and obligations involved, the present important problem of taxation, and the practicability of each method as affecting the size and character of the enterprise.

Foreign corporate organizations whose commercial interests in Brazil are of a permanent character unquestionably find greatest protection under Brazilian law by establishing a corporate legal status in this country. The constitution of Brazil and the laws of the Republic in no way discriminate against foreign corporations and the legal formalities as well as the tax assessments are equitable and reasonable. The requirements hereinafter outlined do not apply to certain classes of corporations, such as banks and insurance companies, which require additional guarantees whether the corporations be domestic or foreign.

The two methods available are (1) domestication of the foreign corporation by obtaining authorization of the Brazilian Government to operate in the Republic, and (2) organization of a purely Brazilian corporation. Before describing the legal formalities required by each of these methods, the advantages and disadvantages of each method of incorporation are to be considered.

ADVANTAGES OF OPERATING THROUGH A DOMESTICATED FOREIGN CORPORATION.

1. A domesticated corporation requires but one legal representative in Brazil who is responsible for the company's operations in this country. A Brazilian corporation requires at least seven incorporators and the same number of stockholders, as well as a board of directors, advisory committee, and substitutes, who perform their duties in Brazil. The board of directors of a domesticated corporation reside in the foreign country and the corporate administration is carried on there.

2. A domesticated corporation is purely an organization of the country of its origin, and as such it is entitled to diplomatic protection.

3. At the present time a domesticated corporation is exempt from the payment of the Brazilian Federal corporate dividend tax of 5 per cent levied upon corporate dividends. This exemption in favour of foreign corporations was intended to foster the introduction of foreign capital into Brazil, and, as it is a provision of the annual budget law, there is no guarantee of its continuance indefinitely. Beyond the annual business taxes levied by the Federal and local governments, there is no income or corporation dividend tax on domesticated corporations, except in the State of Sao Paulo, where a corporate income tax law was recently enacted. Its provisions and constitutionality have not yet been determined by the courts.

4. The policy and internal administrative acts of a domesticated corporation are determined and carried out in the home country of the corporation according to the laws of that country.

ADVANTAGES OF OPERATING THROUGH A BRAZILIAN CORPORATION.

1. With the exception of certain classes of corporations, such as banks and insurance companies, no special permission is required by the Brazilian Government. As a matter of practice, however, the Brazilian Government does not oppose domestication of foreign corporations in this country, provided their operations are not contrary to the laws, morals, and customs of the country.

2. The Government does not have the authority to cancel the company's right to operate, which it reserves for itself in the case of domesticated corporations.

3. It is frequently desirable for foreign capitalists to obtain the participation of Brazilian capital and Brazilian managing directors, depending upon the object of the enterprise.

4. A Brazilian corporation is not subject to the extremely burdensome corporation taxes now being necessarily levied by other countries engaged in the recent world war.

It is true that if the stockholders of a Brazilian corporation are American citizens, they are subject individually to an assessment upon their earnings from this source, but the extra and special corporation taxes on surplus profits, etc., are avoided. At the same time, however, Brazilian corporations are subject to a tax of 5 per cent on declared corporate dividends. The Minister of Finance recently held that stock dividends are also subject to this tax.

Considering the two methods, the advantages of each having been described above, the domestication of a foreign corporation is the more practical, when operations in Brazil are intended for subsidiary operations of a foreign corporation. The greatest objection that can be raised concerning this method of carrying on business is the heavy war taxation which was necessarily imposed upon corporate interests in the United States.

LEGAL FORMALITIES FOR DOMESTICATION OF FOREIGN CORPORATIONS.

For the purpose of obtaining authorization to operate in Brazil as a branch of an American corporation, the following documents are necessary:—

1. Copy of the charter of the corporation in the United States.
2. Copy of the by-laws of the corporation in the United States.
3. Original act of incorporation showing the list of original subscribers and the number of shares held by each.
4. Special power of attorney of the corporation in the United States to petition authorization to operate in Brazil, and to accept changes in the by-laws proposed by the Brazilian authorities.
5. General power of attorney of the corporation in the United States granting full powers as a representative of the company. This should be sent in duplicate.
6. Certificate of special resolution of the board of directors of the corporation in the United States authorizing operations in Brazil and stating the amount of capital destined for such operations. This document is very important; otherwise in the assessment of any capital or stamp taxes which may be imposed the entire capital of the corporation in the United States will be used as a basis of calculations.

If, however, the capital liability of the corporation for its operations in Brazil is to be less than the amount of its capital in the United States, it is more practicable to form a separate corporation, known as "John Doe, Incorporated, of Brazil," and for the domestication of such a corporation it is necessary to furnish the same documents, with the exception of No. 6 (the certificate of special resolution), which may be dispensed with when the articles of incorporation expressly provide for operations in Brazil on the basis of the total capital liability.

It is absolutely essential that each of the above documents be legalized by a Brazilian consular officer in the United States.

Inasmuch as correct translations into the Portuguese language are difficult to obtain abroad, all documents should be sent in English or other foreign language, the legal effect, when translated by a sworn public translator here, being fully protected by Brazilian law.

It is not necessary for the corporation to have officers, directors, or stock-holders in Brazil, but the designation of a representative with full powers to settle all questions arising out of the corporation's operations in Brazil is required before the corporation will be permitted to carry on business.

EXPENSES FOR INITIATING OPERATIONS OF DOMESTICATED CORPORATIONS

The expenses for initiating operations are:—

1. Stamp tax for decree of authorization: Rs. 300\$000.
2. Stamp tax on the capital authorized and realized for operations in Brazil, at the rate of 2 milreis (Rs. 2\$000) per cento de reis (1,000 milreis) or fraction thereof.

all calculations made at the official rate of exchange of the Camara Syndical de Corretores (Official Board of Brokers) on the afternoon of the day of payment to the national treasury. This is equivalent to a tax of two-tenths of 1 per cent on the capital.

3. Expenses for registration of the Government decree, by-laws, and other documents in the Junta Commercial (Board of Trade), which range from 50 milreis (Rs. 50\$000) to 80 milreis (Rs. 80\$000).

4. Expenses for publication of the decree and other documents in the *Diario Oficial* (Official Gazette), which amount to 400 reis (Rs. \$400), more or less, per line as published.

5. Expenses for translation by the public translator, which vary according to the length of the document, or about 8 milreis (Rs. 8\$000) for each typewritten page.

6. Deposit in the Bank of Brazil (a Government institution) of a tenth part of the capital devoted to operations in Brazil, the bank collecting a commission on the amount of the deposit according to the following scale: One-half of 1 per cent on deposits when the capital is up to Rs. 50:000\$000; one-third of 1 per cent on deposits when the capital is from Rs. 50:000\$000 to Rs. 100:000\$000 beyond this amount the commission depends upon the resolution of the directorate of the Bank of Brazil. The deposit of a tenth part of the capital will be returned to the company as soon as the registration of the decree and document at the Board of Trade has been effected, therefore being retained in the bank but a few weeks.

If the corporation desires to establish branches in the several States of Brazil there will be no additional initial expenses for obtaining permission to operate, since the petition for the first decree of authorization will be so worded as to cover the whole territory of Brazil.

TAXATION OF DOMESTICATED FOREIGN CORPORATIONS.

Domesticated foreign corporations, if located in the Federal District of Brazil, are subject to the following taxes:—

1. Federal Government tax on industries and professions. This tax is of two kinds: (a) Fixed tax based on the nature and class of the business or profession, and (b) proportional tax based on the annual rental of the place of business.

The fixed tax is regulated according to the various tables appended to decree No. 5,142, of February 27, 1904. The principal of these, table A, comprises four classes of industries and professions, which are subject to the following taxes per annum:—

Class—	Federal Tax.	
	Urban.	Rural.
First..	Rs. 160\$000	80\$000
Second..	80\$000	40\$000
Third..	40\$000	20\$000
Fourth..	20\$000	10\$000

The exact industries and professions included in the four classes are too many to enumerate, but it will be observed that this tax is in no way oppressive.

The proportional tax is likewise regulated according to the nature of the business or profession and divided into three classes, which are subject, respectively, to a tax of 20 per cent, 10 per cent, and 5 per cent of the annual rental of the place of business. From the nature of this tax, it is impossible to determine the exact amount which a particular corporation will have to pay until the precise location is chosen.

There is an additional special Federal tax of Rs. 200\$000 per year, payable by each agent, director, or manager of a corporation, when the by-laws of the corporation provide for their remuneration. Whenever the president of a corporation receives a higher remuneration than a director, he is subject to a tax of Rs. 200\$000 per annum.

Whenever a corporation engages in the sale or manufacture of merchandise subject to internal revenue taxation, a small additional tax is paid for such operations besides

the usual stamp tax upon the articles themselves. The principal classes of goods subject to the internal revenue tax are textiles, umbrellas, matches, canned goods, cigarettes, cigars, hats, shoes, phonograph records, crockery, alcoholic beverages, corsets, salt, perfumery, patent medicines, candles, walking sticks, wall paper, and hardware.

MUNICIPAL LICENSE AND OTHER TAXES.

2. Domesticated foreign corporations are also subject to the municipal license tax of the Federal district, which is levied according to the amount of capital, as follows:—

Capital.	Annual Tax.	Capital.	Annual Tax.
Up to Rs. 50:000\$000Rs.	300\$000	Up to Rs. 10.000:000\$000Rs.	2:700\$000
Up to Rs. 500:000\$000"	700\$000	Up to Rs. 20.000:000\$000"	3:700\$000
Up to Rs. 2.000:000\$000"	1:000\$000	Up to Rs. 30.000:000\$000"	4:700\$000
Up to Rs. 5.000:000\$000"	1:700\$000	Over Rs. 30.000:000\$000"	5:700\$000

In addition to this tax, there is also a sanitary tax of Rs. 5\$000 per month, and various other small taxes such as those for signs.

At the present time duly authorized branches of foreign corporations are not subject to the 5 per cent Brazilian Government tax on declared dividends. This exemption, however, is a provision of the annual budget law, and there is no assurance that it will be continued indefinitely.

In regard to taxes to be paid to the governments of the several states of Brazil, if the corporation is not located in the Federal district, or if it establishes branches in other sections of the country, such taxes are levied by the states and their respective municipalities and vary accordingly.

LEGAL FORMALITIES FOR INCORPORATION OF BRAZILIAN CORPORATIONS.

At least seven subscribers are required to organize a Brazilian corporation, and at no time shall the number of stockholders fall below this number for a period of more than six months, under the penalty of automatic dissolution. Corporations may be constituted at a meeting of the subscribers or by public deed. The second method is only rarely employed.

Before a corporation becomes legally constituted, its entire capital stock must be subscribed. Subscriptions are either public or private, and in the case of public subscriptions certain reasonable formalities must be fulfilled. Any part or even all of the capital stock may consist of real or personal property, or other property rights, the valuation for capitalization purposes being determined by appraisers appointed by the subscribers. The appraisalment is left entirely to the discretion of the appraisers, appointed at the first meeting. Whenever part of the capital stock consists of property, the corporation cannot be considered as legally organized until the appraisers' report has been presented and approved at the second meeting, called for this purpose. At this meeting, a call for which must be issued by publication in the newspapers, the by-laws of the corporation are voted upon and the corporation is definitely declared as constituted. Whenever the entire capital stock consists of cash, the complete organization may be effected at one meeting.

No specific authorization of the Brazilian Government is necessary for the incorporation of domestic corporations, except in the case of banks, insurance companies, companies dealing in foodstuffs, and a very limited number of other classes, which are governed by special laws.

A deposit of one-tenth of the declared cash capital must be made in the Federal Treasury or a bank of issue, and the stamp tax, equivalent to two-tenths of 1 per cent of the capital, paid to the Treasury.

DEPOSIT OF CASH AND DOCUMENTS—RESIDENCE OF OFFICERS.

The by-laws, certificate of deposit of one-tenth of the cash capital stock, minutes of the meetings of incorporation, list of shareholders, their residences, and number of shares held, and other documents proving that the legal formalities have been properly complied with, must be filed with the Board of Trade of Rio de Janeiro, or the Board of Trade in the capital of the state where the incorporation takes place. After the by-laws and other documents have been filed with the Board of Trade, they must be published in the *Diario Oficial* (Official Gazette). A copy of this publication must be filed with the Registrar of Mortgages.

There is no legal prohibition against the residence of stockholders in foreign countries, but it is generally advised that a majority of the stockholders be resident in Brazil. Absent stockholders, or those residing in foreign countries, may only be represented by other stockholders (not officers, directors, or members of the advisory board) holding a special power of attorney for the purposes indicated. All powers of attorney issued in foreign countries, to be valid in Brazil, must be legalized by a Brazilian consul.

Nor is there any legal prohibition preventing corporations in foreign countries from holding stock in a Brazilian corporation. Whenever a foreign corporation intends to organize a Brazilian corporation, its representative should be given a full and special power of attorney for this purpose. The requirement of at least seven stockholders, however, cannot be waived. There is no restriction upon the minimum number of shares which may be held by any one stockholder.

Inasmuch as the meetings of stockholders and boards of directors of Brazilian corporations must be held in this country, and its books must be kept here, it is not possible to reserve the powers of management and administration in a foreign country, excepting in so far as the persons holding the powers of attorney of foreign stockholders may be guided by the instructions received.

EXPENSES OF INCORPORATION—TAXES ON DOMESTIC COMPANIES.

The expenses for initiating operations of Brazilian corporations are identical with those already described under domesticated foreign corporations, with the exception of the following:—

The stamp tax (1) for decree of authorization is not required for Brazilian corporations, as no special governmental authority is needed.

The expenses for translation (5) are saved by reason of the fact that the by-laws and other documents of incorporation are prepared in the Portuguese language.

The taxes levied upon domestic (Brazilian) corporations are the same as those already enumerated under domesticated foreign corporations, with the following exception:—

The taxes levied upon domestic (Brazilian) corporations are the same as those already enumerated under domesticated foreign corporations, with the following exception:—

Brazilian corporations are subject to a special tax of 5 per cent upon declared dividends. The Minister of Finance recently ruled that stock dividends are subject to this tax, but that a division of a part of the profits to the officers and directors, according to the by-laws of the corporation, are exempt. The tax is, therefore, only in a limited sense an income tax.

The State of Sao Paulo has this year enacted an income corporation tax graduated upon a scale of the net earnings of the capital.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending September 12, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	327,703	58,084	64,862	174	46,438	497,261
Empire Elevator Co.	129,919	22,279	5,316	5,118	4,734	167,366
Consolidated Elevator Co.	279,340	1,174	7,537	3,056	9,254	300,361
Ogilvie Flour Mills Co.	307,545	25,060	46,229	.....	11,762	390,596
Western Terminal Elevator Co.	198,589	12,887	3,094	4,244	2,106	220,922
G. T. Pacific.	188,790	50,498	14,565	9,973	5,049	268,875
Grain Growers' Grain Co.	509,643	51,394	51,729	.....	38,045	650,811
Fort William Elevator Co.	40,341	20,419	5,028	440	7,723	73,951
Eastern Terminal Elevator Co.	8,413	14,456	.....	.....	.....	22,869
Northwestern Elevator Co.	188,895	34,067	18,202	23	4,744	245,931
Port Arthur—						
Port Arthur Elevator Co.	397,576	143,131	59,537	27	43,012	643,283
Sask. Co-op. Elev. Co.	333,635	77,463	16,663	6,051	6,344	440,156
Can. Govt. Elev.	56,600	69,710	7,858	2,812	5,761	142,744
" " acct. Imp. Govt. ....	.....	.....	.....	63	.....	63
Thunder Bay.	156,913	105,540	20,237	1,381	11,320	295,391
Davidson & Smith.	26,494	94,470	80,875	.....	3,614	155,453
Eastern-Richardson.	89,089	23,233	4,395	*156	4,730	121,291
Vancouver Can. Govt. Elevator. ....	.....	23,393	.....	.....	.....	23,393
Total terminal elevators . . .	3,239,485	803,867	356,127	33,206	204,639	4,637,324
Saskatoon Can. Government Elevator..	2,984	36,851	1,538	.....	.....	41,373
Moosejaw Can. Government Elevator..	4,213	41,856	6,800	568	†5,671	59,108
Calgary Can. Government Elevator....	898	47,369	9,422	104	†1,000	58,793
North Transcona C.P.R. ....	.....	.....	.....	.....	.....	.....
Total interior terminal elevators	8,095	126,076	17,760	672	6,671	159,274
Depot Harbour. ....	.....	.....	None	in store.	.....	.....
Midland—						
Aberdeen Elevator Co.	103,349	.....	.....	.....	.....	103,349
Midland Elevator Co.	2,500	.....	.....	.....	.....	2,500
Tiffin, G. T. P.	2,299	.....	.....	.....	.....	2,299
Port McNicoll.	59,765	28,731	.....	.....	.....	88,496
Collingwood. ....	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator & Transit Co.	170,577	238,491	27,642	.....	9,030	445,740
Western Canada Flour Mills Co., Ltd.	.....	.....	Not reported.	.....	.....	.....
Toronto—						
Campbell Flour Mills Co.	15,918	4,387	8,461	.....	.....	28,766
Kingston—						
Montreal Transportation Co. ....	.....	.....	.....	.....	.....	.....
Commercial Elevator Co. ....	.....	.....	.....	.....	.....	.....
Port Colborne Dom. Govt. Elevator . .	.....	.....	.....	.....	.....	.....
" Maple Leaf Milling Co., Ltd.	150,642	.....	.....	.....	.....	150,642
Prescott. ....	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners No. 1	133,565	229,940	910,799	.....	11,844	1,286,148
" No. 2 . . .	114,830	341,456	202,962	.....	41,627	700,875
Montreal Warehousing Co.	130,114	48,332	76,182	.....	.....	254,628
Ogilvie Flour Mills Co.	99,168	.....	.....	.....	.....	99,168
Quebec Harbour Commissioners.	81,099	10,589	.....	.....	.....	91,688
West St. John, N.B., C.P.R.	19,321	.....	.....	.....	.....	19,321
St. John, N.B., Can. Nat. Rys. ....	.....	.....	.....	.....	.....	.....
Halifax, N.S. ....	.....	.....	None	in store.	.....	.....
Total public elevators.	1,083,147	901,926	1,226,046	.....	62,501	3,273,620
Total quantity in store.	4,330,727	1,831,869	1,599,933	33,878	273,811	8,070,218

*Flax overshipped. †Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended September 12, 1919.

Grades.	On Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		11,932			11,932
No. 1 Northern		1,140,609	7,994	290,670	1,439,273
No. 2 "		751,311	83	193,982	945,376
No. 3 "		566,852		292,182	859,034
No. 4 Wheat		149,843	18	18,450	168,311
No. 5 "		78,805		495	79,300
No. 6 "		11,889		24,172	36,061
Other		528,244		263,196	791,440
Totals		3,239,485	8,095	1,083,147	4,330,727
Oats—					
No. 1 C. W.		1,707			1,707
No. 2 "		106,560	7,095	305,888	419,543
No. 3 "		129,852	5,575	52,793	188,220
Ex. No. 1 Feed		152,856	9,823	178,589	341,268
No. 1 Feed		202,455	43,274	103,638	349,367
No. 2 "		193,111	41,896	125,011	360,018
Other		17,326	18,413	136,007	171,746
Totals		803,867	126,076	901,926	1,831,869
Barley—					
No. 3 extra C. W.		709			709
No. 3 C. W.		113,864	1,723	259,046	274,633
No. 4 "		155,743	7,467	759,373	922,583
Feed		43,773	1,243	93,679	138,695
Rejected		39,823	4,918	105,487	150,228
Other		2,215	2,409	8,461	13,085
Totals		356,127	17,760	1,226,046	1,599,933
Flax—					
No. 1 Northwestern Canada	63	16,617	665		17,345
No. 2 C. W.		6,351			6,351
No. 3 "		5,415	4		5,419
Rejected			3		3
Other		4,760			4,760
Totals	63	33,143	672		33,878
Rye—					
No. 1 C. W.		2,065			2,065
No. 2 "		126,429		9,030	135,459
No. 3 "					
No Grade		24,453			24,453
Rejected		21,181			21,181
Other		30,511		53,471	83,982
Totals		204,639		62,501	267,140
Corn			6,671		6,671
Total quantity in store...		* 4,637,324	159,274	3,273,620	8,070,218

Quantity of Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on September 12, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>September 12, 1919—</i>			
Terminal Elevators.....	3,239,485	1,397,839	4,637,324
Interior Terminals.....	8,095	151,179	159,274
Public Elevators in the East.....	1,083,147	2,190,473	3,273,620
Total.....	4,330,727	3,739,491	8,070,218
<i>September 13, 1918—</i>			
Terminal Elevators.....	4156,303	688,062	531,759
Interior Terminals.....	55,402	164,923	220,325
Public Elevators in the East.....	632,660	2,292,032	2,924,692
Total.....	531,759	3,145,017	3,676,776
<i>September 14, 1917—</i>			
Terminal Elevators.....	1,268,138	3,597,535	4,865,673
Interior Terminals.....	187,650	93,297	280,947
Public Elevators in the East.....	2,128,086	968,905	3,096,991
Total.....	3,583,874	4,659,737	8,243,611
<i>September 15, 1916—</i>			
Terminal Elevators.....	4,360,270	4,225,660	8,585,930
Interior Terminals.....	303,317	73,782	377,099
Public Elevators in the East.....	7,118,153	9,209,705	16,327,859
Total.....	11,781,740	13,509,148	25,290,888
<i>September 16, 1915—</i>			
Terminal Elevators.....	2,983,871	1,383,977	4,367,848
Interior Terminals.....	27,961	1,089	29,050
Public Elevators in the East.....	768,119	394,763	1,162,882
Total.....	3,779,951	1,779,829	5,559,780
<i>September 17, 1914—</i>			
Terminal Elevators.....	9,868,599	3,223,300	13,091,899
Public Elevators in the East.....	1,720,010	480,341	2,200,351
Total.....	11,588,609	3,703,641	15,292,250

†Wheat overshipped.

Quantity of United States Grain in Store at Public Elevators in the East for the week ended September 12, 1919.

	Wheat.	Oats.	Barley.	Corn.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Tiffin, G.T.P.....					38,115	38,115
Depot Harbour, G.T.R.....		22,690			242,849	265,639
Montreal—						
Montreal Warehousing Co.....	257,732		4,172			261,904
Harbour Commissioners No. 1.....	148,525		33,426	76,569		258,520
" " No. 2.....		65,755		2,212	29,889	97,856
Total.....	406,257	88,445	37,598	78,781	310,853	921,934

**Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other
Points in the Western Division for the Undermentioned Periods.**

	Month of August, 1919.	Twelve Months August, 1919.	Twelve Months August, 1918.
	No.	No.	No.
Wheat, Spring—			
One Hard.....	5	597	1,069
One Hard White Fife			—
One Man. Northern.....	828	42,600	64,131
Two Man. Northern.....	1,028	18,296	26,064
Three Man. Northern.....	747	16,996	16,443
Number Four.....	196	10,998	6,130
" Five.....	68	5,489	3,691
" Six.....	28	3,567	2,615
Feed.....	6	941	789
Smutty.....	16	792	659
No Grade.....	26	4,292	2,775
Rejected.....	285	1,991	3,134
Condemned.....	41	85	52
No Established Grade.....		6	54
No. 1.....	6	137	—
No. 2.....	1	39	—
No. 3.....		7	—
No. 1 Goose.....		9	—
No. 2 ".....			8
No. 4, 5, 6 Special			12
Total Spring Wheat.....	3,281	106,842	127,626
{ Cars.....			
{ Bushels.....	4,101,250	133,552,500	156,341,850
Wheat, Winter—			
One A. R. W.....		17	61
Two A. R. W.....		27	56
Three A. R. W.....		4	16
Four R. W.....			—
Five Winter.....			3
One White Winter.....			—
Two ".....			—
Three ".....			3
Four ".....			—
One Mixed Winter.....			—
Two ".....			—
Three ".....			—
Four White Winter.....			—
No Grade.....		1	—
Rejected.....			—
Smutty White Winter.....			—
Total Winter Wheat.....	3,281	61,250	139
{ Cars.....			
{ Bushels.....		61,250	170,275
Total Wheat.....	3,281	106,891	127,765
{ Cars.....			
{ Bushels.....	4,101,250	133,613,750	156,512,125
Oats—			
Extra No. 1 C.W.....			—
Number One Canadian Western.....	1	10	35
" Two.....	115	2,140	4,200
" Three.....	126	2,126	2,571
Extra Number One Feed.....	134	2,257	6,234
Number One Feed.....	172	3,333	6,937
" Two ".....	107	3,070	5,254
Rejected.....	41	696	1,740
No Grade.....	61	2,146	2,575
Condemned.....	1	15	28
Mixed Grain.....	37	440	514
Mixed Grain No. 2.....			—
Total Oats.....	795	16,233	30,088
{ Cars.....			
{ Bushels.....	1,669,500	34,089,300	58,671,600

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

	Month of August, 1919.	Twelve M'ths August, 1919.	Twelve Months August 1918.
Barley—	No.	No.	No.
Number Three Extra C.W.	173	8	25
" Three C.W.	109	4,150	1,947
" Four C.W.	37	2,557	3,076
Rejected	32	965	664
No Grade	32	1,507	716
Condemned		1	—
Smutty			—
Feed	38	779	952
Total Barley	389	9,967	7,380
	525,150	13,455,450	9,594,000
Flaxseed—			
Number One N. W. Canada	25	1,855	3,631
" 2 C. W.	12	544	569
" 3 C. W.	2	214	88
Rejected	3	36	49
No Grade	3	53	139
Condemned		2	—
Total Flaxseed	45	2,704	4,476
	45,000	2,704,000	4,923,600
Rye—			
Number No. 1 C. W.	4	12	27
" 2 C. W.	104	842	293
Rejected	23	195	175
No Grade	4	257	36
Feed		1	—
Others			—
Total Rye	135	1,307	531
	148,500	1,437,700	531,000
Screenings.	40	609	840
	40,000	609,000	840,000
Corn.		9	—
		9,000	—
Speltz		1	—
		1,000	—
<i>Recapitulation.</i>			
Grain—			
Wheat	3,281	106,891	127,765
	4,101,250	133,613,756	156,512,125
Oats	795	16,233	30,088
	1,669,500	34,089,300	58,671,600
Barley	389	9,967	7,380
	525,150	13,455,450	9,594,000
Flaxseed	45	2,704	4,476
	45,000	2,704,000	4,923,600
Rye	135	1,307	531
	148,500	1,437,700	531,000
Screenings	40	609	840
	40,000	609,000	840,000
Corn		9	—
		9,000	—
Speltz		1	—
		1,000	—
Total grain	4,685	137,721	171,080
	6,529,400	185,919,200	231,072,325
Canadian Pacific Railway, Winnipeg and other points	2,343	70,203	91,827
Canadian Northern Railway	2,041	51,182	55,134
Great Northern Railway, Duluth	15	1,025	714
Grand Trunk Pacific	286	15,311	23,405
Total	4,685	137,721	171,080

**RECAPITULATION—COMPARATIVE FIGURES FOR THREE MONTHS ENDING
AUGUST 31, 1919.**

	Total Number of Cars.
1901-2.....	57,500
1902-3.....	54,995
1903-4.....	40,299
1904-5.....	40,396
1905-6.....	69,174
1906-7.....	81,507
1907-8.....	63,982
1908-9.....	87,957
1909-10.....	114,997
1910-11.....	100,737
1911-12.....	176,201
1912-13.....	189,075
1913-14.....	196,732
1914-15.....	122,832
1915-16.....	354,039
1916-17.....	231,082
1917-18.....	171,080
1918-19.....	137,721

NEW INCORPORATIONS.

W. C. Bland, Limited. Incorporators: Widmer Clarence Bland, manufacturer; Sara Samuels, secretary; Samuel David Ginne, designer; Ernest Nicholson Brown, and Joseph Jenkins, advocates—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Russell Milk Company, Limited. Incorporators: Benjamin Rothwell and Thomas Andrew Spratt, both of Gloucester, Ont., farmers; John Bingham, manager; Hugh Carson, manufacturer; Alphonse Edmond Provost, wholesale merchant, and Gordon Cameron Edwards, lumberer—all of Ottawa; and Archibald Scott, Nepean township, Ontario, farmer. Capital \$150,000, divided into 1,500 shares of \$100 each. Chief place of business, Ottawa.

Renfrew Textiles, Limited. Incorporators: George James Cuthbertson, gentleman; Frank Milner Barnard and James Franklin Hughes, manufacturers' agents; Alexander Ross Pennoyer, doctor of medicine; Agnes Dorothy Donoghue, stenographer; and William Leslie Ogden, clerk—all of Montreal; and Edward Thomas Carter, Renfrew, Ont., manager. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Renfrew, Ontario.

F. M. Merritt Company, Limited. Incorporators: Peter Bercovitch, Ernest Lafontaine and Nathan Gordon, advocates; James Johnston, accountant; and Max Liverman, student—all of Montreal. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Montreal.

Montreal Abattoirs, Limited. Incorporators: William John White and Arthur William Patrick Buchanan, both K.C.'s; Lucien Eudore Provencher, student-at-law; Marion Rose Beaupre, book-keeper; and Elizabeth Florence Hallam, stenographer; all of Montreal. Capital \$1,500,000 divided into 15,000 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

Ocean Packing Company, Limited. Capital \$125,000. Registered office, Vancouver.

Opporgol Mines, Limited (non-personal liability). Capital, \$300,000. Registered office, Vancouver.

Universal Oil Company, Limited (non-personal liability). Capital, \$250,000. Registered office, Vancouver.

TENDERS INVITED.**South Africa.****POSTS AND TELEGRAPHS INDENTS.**

From the office of the Canadian Trade Commissioner in Cape Town, South Africa, there have been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, copies of indent No. 208, for 2,000 yards of grey finished cloth to sample R. U. C. 3, by the Department of Posts and Telegraphs of the Union of South Africa, and recently transmitted to the High Commissioner for South Africa in London.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," OF THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, OR THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

2215. **Pulverizing mill.**—Inquiry is made on behalf of an importer in Port of Spain, Trinidad, for Canadian quotations for a mill for crushing and pulverizing limestone for manurial purposes. Catalogues and price lists wanted, also catalogues of oil engines for use with the mill.

2216. **Textiles.**—A company in Johannesburg, South Africa, which has done a large trade in all kinds of textiles, both cotton and wool, desire to import goods of this description from Canada. Has found a ready sale for Canadian blankets. Samples, catalogues and quotations desired.

2217. **Raw materials.**—An importer in Christiania, Norway, is interested in all kinds of Canadian products, especially raw materials in which they specialize. Has formerly done a large business in flax fibres from Russia.

2218. **Confectionery, biscuits, grocers' sundries.**—A manufacturers' agent in London, England, desires to take up on commission sole agencies for Great Britain with Canadian manufacturers of confectionery, biscuits, grocers' sundries, etc.

2219. **Steam trawlers.**—A company with branches in London and New York wish to get prices from Canadian shipbuilders for several steam trawlers.

2220. An importing house in Port Said, Egypt, would like to correspond with leading Canadian exporters with a view to buying Canadian products.

2221. A London firm wish to get into touch with British Columbia packers of cured salmon in barrels.

2222. A London firm seek supplies of Canadian wood-pulp for boxmaking.

2223. A firm of manufacturers' agents in London are prepared to undertake the representation of Canadian manufacturers of watches, clocks, jewellery, fancy leather goods and novelties; manufactures of fur and textile lines of all descriptions.

2224. The London branch of an Indian firm desire to get into touch with Canadian manufacturers of chocolate packed in fancy boxes for export to the Tropics.

2225. A London firm are in the market for talc powder, and ask for names of Canadian producers.

2226. **Textiles, hosiery, etc.**—A London firm possessing a selling organization among the wholesale trade throughout the United Kingdom desire the representation of Canadian manufacturers of woollen piece-goods (suitings, serges, costume, chevrons, tweeds, etc.), hosiery, underwear, knitted goods, woollen and silk jerseys and sweaters; also gloves.

2227. **Hosiery.**—A London firm already representing a Canadian manufacturer desires the agency upon a commission basis of Canadian manufacturers of hosiery lines, i.e., women's stockings, men's half-hose, and children's socks and three-quarter hose, in wool, cotton, lisle, and artificial silk. Canadian reference.

2228. **Starch.**—A Durban manufacturers' agent wishes to obtain the representation for a Canadian starch. Immediate correspondence requested.

2229. **Flour.**—A manufacturers' representative in Durban wishes to get in touch with a Canadian wheat flour mill. Correspondence with, if possible, samples requested.

2230. **Lumber.**—A Cape Town firm of manufacturers' representatives, with branch offices in most of the principal towns of South Africa, wish to get into communication with Canadian lumber exporters, with a view to obtaining representation in South Africa.

2231. **Cement.**—A South African firm of manufacturers' representatives wish to obtain the agency for a Canadian cement. Correspondence and full details requested.

2232. **Electric cooking appliances.**—A South African firm of manufacturers' representatives and import and export agents, wish to get in touch with Canadian manufacturers of electric cooking appliances, such as stoves, heaters, ranges, etc. Catalogues, price lists and full details requested.

2234. **Agencies.**—A South African firm of manufacturers' representatives, with branch offices in most of the principal towns, wish to represent Canadian manufacturers of fancy goods, novelties, clocks and watches.

2235. **Bakers' machinery.**—A Cape Town firm of manufacturers' representatives wish to correspond with Canadian manufacturers of bakers' machinery. Full particulars, and if possible catalogues, are requested.

2236. **Flour.**—A manufacturers' agent of several years' standing in Barbados is desirous of obtaining a Canadian flour agency.

2237. **Oats.**—A manufacturers' representative of good standing would like to get in touch with Canadian exporters of oats, with a view to securing agency in Barbados.

2238. **Oilmeal and pollard.**—A manufacturers' agent in Barbados would like to obtain Canadian agencies for oilmeal and pollard.

2239. **Butter and cheese.**—A manufacturers' agent in Barbados, long established, is desirous of obtaining Canadian agencies for butter and cheese.

2240. **Canned goods.**—A manufacturers' agent in Barbados wishes to arrange for the representation of Canadian canned goods of all descriptions.

2241. **Drugs and chemicals.**—A druggist who has been in the business for the past fourteen years is now desirous of obtaining Canadian agency for drugs of all descriptions.

2242. **Perfumes and toilet requisites.**—A druggist who has been in the drug and toilet requisites business for the past fourteen years now wishes to obtain Canadian agency for perfumes and general toilet requisites in Barbados.

2243. **Foodstuffs.**—Canadian shippers of foodstuffs are asked to communicate with an agent in Barbados who desires to handle foodstuffs.

2244. **Canned fish.**—An agent in Barbados is desirous of representing a Canadian house for canned fish of all kinds. Best of references.

2245. **Glass and earthenware.**—Manufacturers of glass and earthenware are asked to communicate with an agent in Barbados who desires to represent them. Reliable references can be given on request.

2246. **Motorcycles.**—An agent in Barbados with practical knowledge of motorcycles desires a Canadian agency.

2247. **Gramophones.**—An agent in Barbados who has for years been dealing in gramophones now desires to represent a Canadian firm for gramophones.

2248. **Jewellery.**—The manager of a jewellery firm of very long standing is now desirous of obtaining a Canadian agency for jewellery territory: Barbados, Trinidad, British Guiana and Northern Islands. Best references can be given.

2249. **Plated and silverware.**—An agent in Barbados who is intimately acquainted with the above business desires to represent Canadian houses for the above lines. Good references.

2250. **Agencies.**—A Canadian business man well acquainted in the British Isles, who is about to visit London, England, wishes to secure agencies for Canadian machinery and Canadian foodstuffs.

2251. **Agency.**—An agent in Paris, France, would like to secure agencies for Canadian firms. Has clientele in steel and iron and wholesale grocery trades. References.

2252. A commission agent of Paris, France, with twenty years' experience in the fur business is desirous of securing representation of Canadian fur manufacturers in France. References.

2253. A French concern desires to be brought in touch with a Canadian producer of mica.

2254. A commission agent in Paris, France, who represents American firms, wishes to get in touch with Canadian concerns to sell their goods in France. References.

2255. A large newly-formed company wishes to represent Canadian manufacturers of electrical apparatus and supplies, newly patented articles and everything connected with electricity generally. Manager has lived ten years in Canada. References.

2256. A gentleman in Toronto, who came from Brazil to Canada to enlist and whose training makes him well adapted for work in tropical and subtropical countries, desires to return to Brazil or the Argentine to take up agencies for Canadian firms.

2257. A lumber merchant in Cette, France, who has seen five years' war service, is re-taking up his business and desires to be brought into contact with such lumber producers or merchants in Canada as desire to have stocks of lumber, rough or dressed and cut to size, warehoused or yarded in different parts of France.

2258. **Cherry stalks.**—A firm in Paris, France, who are large purchasers of cherry stalks desire to be brought in touch with manufacturers of cherry preserves in Canada.

2259. **Agencies in Belgium.**—Two Belgians resident in Bruges, who have served throughout the war and have taken courses in English, French, Flemish and German, together with a complete study of commerce, desire to take up agencies in Belgium for Canadian manufacturers.

2260. **Machinery for clearing and digging.**—Inquiry is made on behalf of a firm in Port of Spain, Trinidad, for machinery for clearing, felling and stumping forest land and for digging surface drains by mule power.

2261. **Ladies' cotton knitted vests.**—A firm of indentors in Auckland, New Zealand, desire to secure an agency for a Canadian firm who are not already represented in New Zealand or in the Commonwealth of Australia.

2262. **Wall paper.**—Inquiry is made on behalf of one of the largest firms in Buenos Aires who buy largely in England and the United States, but now desire to get in touch with manufacturers of wall papers in Canada. Full particulars with prices, commission allowed, designs, time required for delivery and export terms. Catalogues must come by book post, otherwise duty has to be paid or rather fiscal stamps placed on each package by the receiver.

2263. **Alcohol.**—A firm in Brussels, Belgium, desires to import alcohol from Canada.

2264. **Industrial alcohol.**—A company in Liege, Belgium, wants industrial alcohol from Canada.

2265-2267. **Bacon, ham, lard.**—Three firms in Belgium wish to make importations.

2268. **Barley.**—A company in Ghent, Belgium, want barley for brewing.

2269-2284. **Biscuits.**—Sixteen firms in Belgium wish to make importations of Canadian biscuits.

2285-2288. **Biscuits.**—Four Belgian firms desire agencies for Canadian biscuits.

2289-2291. **Bran.**—Importations wanted by three Belgian firms.

2292. **Butter, margarine, raisins.**—A firm in Malines, Belgium, desires these products.

2293-2301. **Butter.**—Nine Belgian firms want supplies from Canada.

2302-2304. **Cakes (vegetal).**—Three Belgium firms want supplies from Canada.

2305. **Cattle food.**—An importer in Antwerp, Belgium, is interested in all by-products from concentrated meat factories, those by-products being made into cakes for dogs, cattle, fowl, etc.

2306. **Dog biscuits.**—Wanted by an importer in Tournai, Belgium.

2307. **Cereals.**—Wanted by an importer in Antwerp, Belgium.

2308-2326. **Cheese.**—Seventeen Belgian firms want Canadian cheese.

2327-2328. **Cheese agencies.**—Two Belgian firms want to act as agents for Canadian cheese.

2329-2338. **Chocolate.**—Ten Belgian firms are in the market for chocolate.

2339-2341. **Chocolate agencies.**—Three Belgium firms want agencies for Canadian chocolate.

2342-2355. **Confectionery.**—Fourteen Belgian firms wish to import Canadian confectionery.

2356-2360. **Agencies.**—Five Belgium firms wish to secure agencies for confectionery.

2361. **Corn.**—An importer of Trais-Ponts, Belgium, desires agency for corn.

2362. **Dried fruit.**—An importer of Antwerp wants supplies of dried fruit.

2363-2365. **Eggs.**—Wanted by three Belgian firms.

2366-2389. **Feeding stuffs.**—Shipments wanted by twenty-four Belgian importers.

2390-2396. **Fish.**—All kinds of fish wanted by seven Belgian firms.

2397. **Tinned sardines, lobster and salmon.**—A firm in Antwerp, Belgium, want Canadian supplies.

2398. **Dried, smoked, fresh and tinned fish.**—A firm in Ghent, Belgium, want supplies.

2399. **Sprats.**—Canadian shipments wanted by a Ghent firm.

2400. **Fresh herrings.**—Wanted by a firm in Ghent, Belgium.

2401-2404. **Flour.**—Four Belgian firms are open for consignments.

2405. **Corn flour, potato flour.**—An importer in Antwerp wants supplies.

2406. **Potato flour.**—A firm in Gand, Belgium, desires Canadian brands.

2407-2411. **Fodder.**—Wanted by five Belgian firms.

2412-2458. **Foodstuffs.**—Forty-seven Belgian firms want to be brought in touch with Canadian exporters of foodstuffs.

2459. **Groceries, colonial produce, salad oil.**—An agent in Liege would like to have supplies from Canada.
- 2460–2465, 2469. **Agencies for groceries.**—Wanted by seven Belgian firms.
2466. **Alimentary products.**—An importer in Liege desires to have supplies.
2467. **Groceries, meat and bacon, biscuits, soap and candles.**—A house in Liege, Belgium, is anxious for supplies.
2468. **Preserves and biscuits.**—A Ghent, Belgium, house desires shipments.
- 2470–2476. **Dried fruit.**—Wanted by six Belgian importers.
2477. **Fresh fruit.**—An Antwerp, Belgium, merchant wants shipments.
- 2478–2484, 2487. **Fruit.**—Seven Belgian importers wish quotations.
- 2485, 2488. **Agencies for fruit.**—Two Belgians desire to obtain agencies for Canadian fruit.
2486. **Desiccated cocoanut.**—An Antwerp fruit merchant wants supplies.
2489. **Tinned fruit.**—Wanted by a merchant in Blandin, Belgium.
- 2490–2499. **Grain.**—Eleven Belgian firms desire to make grain importations.
- 2500–2501. **Grain for distillers.**—Wanted by two concerns in Antwerp.
- 2502–2509. **Grain for sowing.**—Inquiries are being made by eight Belgian firms for consignments.
- 2510, 2512. **Grain for sowing and fodder.**—Wanted by two merchants in Gembloux, Belgium.
2511. **Oats for sowing.**—Wanted by an importer in Abeele, Belgium.
2513. **Agency for grain.**—Agent in Trais-Ponts, Belgium, seeks to represent Canadian importers.
- 2514–2554. **Groceries.**—Forty-one Belgian concerns are in the market for Canadian supplies.
- 2555–2567. **Agencies for groceries.**—Thirteen commission agents in Belgium seek to represent Canadian houses.
2568. **Rice, jams, dried fruit.**—An importer in Ghent, Belgium, desires supplies.
2569. **Groceries.**—An importer in Ghent, Belgium, wants supplies of margarine, cocoa, rice, chocolate, dried fruit, soap.
2570. **Preserves.**—An importer in Gramont, Belgium, wants preserves.
2571. **Rice, starch.**—An importer in Belgium wants supplies of rice and starch.
2572. **Foodstuffs, jams, biscuits.**—An agent in Liege wants to represent Canadian firms in foodstuffs, jams and biscuits.
2573. **Chocolate and rice.**—A merchant in Ghent wants chocolate and rice.
2574. **Rice.**—A Belgian grocer wants supplies of rice.
2575. **Groceries.**—Whole egg powder, dry yolk, albumen, tinned sardines, desiccated cocoanut, pineapples, wanted by an Antwerp company.
2576. **Rice.**—Supplies wanted by a Ghent, Belgium, firm.
2577. **Agencies.**—Agencies for groceries and fruit wanted by an Antwerp man.
2578. **Agencies.**—A Belgian importer wants agencies for potato, fruit, poultry and groceries.
2579. **Honey.**—A concern in Gand, Belgium, is in the market for honey.
- 2580–2582. **Hops.**—Three Belgian firms wish supplies.
2583. **Essence of lemon.**—A company in Antwerp, Belgium, makes inquiries.
- 2584–2596. Nine Belgian firms wish to get consignments from Canada of margarine.
- 2597–2602. **Agencies for margarine.**—Six Belgian commission agents desire to secure representation for Canadian firms.
- 2603a. **Margarine, butter.**—A merchant in Louvain, Belgium, wants supplies.
- 2603b. **Margarine, butter, raisins.**—An importer in Malines, Belgium, desires consignments.
- 2604–2608. **Meat.**—Six Belgian concerns want supplies.
2609. **Meat, frozen and salted.**—Wanted by a Louvain, Belgium, firm.
2610. **Meat, salted.**—An Antwerp, Belgium, firm requires supplies.

2611. **Frozen meat.**—A Liege, Belgium, firm want to be brought in touch with Canadian exporters.

2612. **Meat, etc.**—Boiled and corned beef, canned meat, extracts, wanted by an Antwerp firm.

2613. **Tinned meat.**—Wanted by an Antwerp, Belgium, firm.

2614. **Pepper.**—Wanted by a merchant in Couvin, Belgium.

2615. **Potatoes, etc.**—Potatoes, fruit, poultry and groceries wanted by an importer in Antwerp.

2616. **Poultry.**—A company in Liege, Belgium, want to import from Canada.

2617-2656. **Preserves.**—Forty Belgian firms are in the market for Canadian preserves.

2657-2658. **Preserves, cheese.**—Two Antwerp firms wish to make importations.

2659-2664. **Agencies for cheese.**—Six Belgian firms want to establish agencies for Canadian cheese.

2665. **Preserved and tinned goods** are asked for by a Brussels firm.

2666. **Whole egg powder, dry yolk, albumen, and tinned sardines.**—Importations desired by an Antwerp company.

2667. **Provisions**—Edible grease, margarine, rice and cattle fodder wanted by an Antwerp house.

2668. **Provisions.**—Agencies for groceries and foodstuffs, grain, seed, oats, peas, beans, linseed cakes, cocoanut cakes, preserves, wanted by Antwerp man.

2669. **Fats, colonial produce.**—A company of merchants and producers desire Canadian consignments.

2670. **Agencies.**—A commission agent of Bruges would like to represent Canadian exporters of foodstuffs and tropical products.

2671. **Agencies.**—An agent of Bruges is prepared to handle preserves, foodstuffs, dried fruit, cocoa, spices, jam and syrup.

2672. **Colonial produce.**—An agent in Brussels seeks representation for Canadian firms.

2673-2676. **Four concerns in Belgium** desire to import pudding powder.

2677. **Pudding powder, tapioca.**—A Belgian importer desires to import these products.

2678, 2679. **Tapioca.**—Supplies wanted by two firms in Gand, Belgium.

2680. **Margarine, butter, raisins.**—Wanted by a merchant in Malines, Belgium.

2681-2686. **Salted meat.**—Six Belgian firms want to import salted meat.

2687. **Bacon, ham, lard, etc.**—Wanted by a firm of Antwerp.

2688, 2695. **Bacon.**—Two Antwerp merchants want supplies.

2689. **Bacon, sausages and ham.**—Wanted by an Antwerp house.

2690, 2693. **Bacon and ham.**—Two importers in Antwerp would like to be brought in touch with Canadian exporters.

2691. **Salted meat, wild rabbits.**—Wanted by an Antwerp importer.

2692. **Lard and bacon.**—Agency wanted by an Antwerp commission house.

2694. **Bacon and ham.**—Agency wanted by a gentleman in Esneux, Belgium.

2696. **Spices.**—An Antwerp importer wants supplies.

2697-2710. **Syrup and jam.**—Fourteen Belgian firms are asking for shipments of syrup and jam.

2711. **Jam and sugar.**—A firm in Antwerp seek supplies.

2712, 2713. **Jam.**—Consignments wanted by two Brussels firms.

2714, 2716. **Syrup and jam.**—Agencies wanted by gentlemen in Ans and Charleroi, Belgium.

2715. **Syrup.**—Importations sought for by a firm in Gand, Belgium.

2717-2719. **Sugar.**—Sugar importations wanted by three Belgian firms.

2720. **Tinned goods.**—A concern in Brussels wants Canadian tinned goods.

2721-2733. **Tobacco.**—Thirteen Belgian firms desire tobacco importations.

2734-2736. **Tobacco and cigarettes.**—Three Belgian firms want agencies.

2737-2745. **Cigarettes.**—Agencies wanted for cigarettes by nine Belgian commission merchants.

2746-2749. **Tobacco and cigarettes.**—Four Belgian importers are asking for supplies.

2750-2752. **Cigarettes.**—Three Belgian houses desire to import.

2753, 2754. **Cigars and cigarettes.**—Two Belgian firms desire to get shipments.

2755-2758. **Mineral waters.**—Four Belgian concerns wish to get importations.

2759. **Mineral waters.**—A firm in Verviers, Belgium, desire to get accessories for making mineral waters.

2760. **Agencies.**—A wholesale agent in Grimsby, England, with a large connection amongst a good class of shops and extensive showrooms, is prepared to take up agencies for a Canadian firm exporting chairs, furniture, household goods and toys on commission or by other arrangement.

2761. **Asbestos woven cloth.**—Inquiry is made on behalf of a Glasgow firm for Canadian producers of asbestos woven cloth.

2762. **Fruit.**—Fruit buyer in England is anxious to get into direct touch with Canadian fruit growers who can ship direct to one of England's best distributing centres. A large and profitable business will accrue. Best references given and expected. Large quantities can be handled.

2763. An importer in Milan, Italy, desires the addresses of Canadian manufacturers and exporters who can supply the following goods: shoes for children, ladies' and men's; varnishes and paints, leathers (hides and skins), tissage wool, woollen hose, chemicals, ferro-chrome, silver, zinc.

2764. **Hardware, etc.**—A firm of hardware importers in Cape Town, South Africa, who are at present bringing their supplies from England, the United States and other parts, but would like to pass orders to Canadian manufacturers if they can give competitive prices, desire to be brought into touch with Canadian manufacturers in the following lines: nails, bolts and nuts, rivets, tacks, box strapping, baling wire, hoop iron, oak shives, horseshoes, horseshoe nails, I.C. charcoal, tinplate, tinman's solder, corks, bottles, cotton waste, sponge cloths, hessian, grain bags, seaming twine, baling rope, etc.

2765. **Metal bronzing powders.**—A firm in Melbourne, Australia, with a branch office in Sydney, desire to secure supplies of metal bronzing powders and metal leaf of both real and imitation gold and aluminium from Canadian manufacturers, for which there is a ready sale in Australia. Thirty-five years' experience in the trade.

2766. A firm of importers and commission agents in Auckland, New Zealand, who work the entire wholesale trade throughout the Dominion and have sub-agencies established in all the larger towns, wish to get from Canadian manufacturers the following: chemicals for soapwork (resin, caustic, salt), tanneries, dye works, woollen mills, baking powder manufacturers and freezing companies (calcium chloride, salt, sodium sulphide), groceries, salmon, fruits (canned and dried), raisins (seeded and seedless).

2767. **Machine tools, etc.**—The import department of a firm with head office in Calcutta and branches in New York and London, desires to secure representation in India for Canadian manufacturers. They are interested chiefly in machine tools, mill and factory equipment, marine and stationary engines, electrical apparatus, motor cars and equipment. Their organization is exceptionally strong. References.

2768. **Papers and pulp.**—A Canadian resident in Japan, who has gone into business as an importer and exporter of pulp and papers, would be glad to hear from Canadian firms with reference to handling their products in Japan. This company has from one customer alone booked orders already this year with credits amounting to over yen 2,000,000 to cover purchases. (See page 569 in this number of the *Weekly Bulletin*.)

2769. **Papermakers' felts, wires.**—Also other papermakers' supplies of all kinds are wanted from Canada by a well-connected Canadian importing house in Yokohama which has lately been organized. (See page 569 in this number of the *Weekly Bulletin*.)

2770. A trading company in China with branches in London and New York wish to get into communication with Canadian exporters.

2771. An importer in the Department of the Rhone, France, desires to get into touch with large manufacturers and exporters of the following goods: Machinery for furniture factory, for woodworking, for spring-bed making; furniture, bedroom sets, diningroom sets; marble for furniture.

2772. **Agencies.**—An Italian importer with offices or agencies in the principal Italian cities and an office in Vancouver, British Columbia, desires to establish trade relations with Canadian manufacturers and exporters.

2773. **Agencies.**—A Scandinavian with good connections and thorough experience in the import and export line, desires to represent some good Canadian concerns in Scandinavia.

2774. **Alimentary products.**—A commission merchant in Paramaribo, Dutch Guiana, wishes to get in touch with Canadian manufacturers desirous of developing trade in Dutch Guiana in beef, pork, fish (hake and haddock), flour, canned goods of all kinds, confectionery, etc.

2775. **Agencies.**—A firm of importers in Nicosia, Cyprus, who have conducted business as commission agents and merchants in Cyprus, Syria and Asia Minor (Anatolia), for nearly half a century, desire to secure agencies for Canadian concerns.

INQUIRIES FOR TROPICAL PRODUCTS.

Owing to the fact that Canada has steamship connection with the West Indies and other tropical countries, Canadian firms importing coffee, cocoa beans, tea, etc., for Canadian consumption may sometimes find it advantageous to re-export a portion of their supplies to other countries. The following inquiries for tropical products have been received:—

1-6 T.P. **Cocoa.**—Six Belgian firms are in the market for importations.

7 T.P. **Cocoa beans and butter.**—An Antwerp, Belgium, firm want supplies.

8 T.P. **Cocoa agency.**—An Antwerp, Belgium, firm wish to get an agency.

9 T.P. **Cocoa beans.**—A firm in Neiderheim, Belgium, desire first-class cocoa beans.

10 T.P. **Cocoa butter.**—A firm in Antwerp want supplies.

11-32 T.P. **Coffee.**—Twelve Belgian firms require consignments.

33 T.P. **Agency for coffee.**—Wanted by a gentleman in Liege, Belgium.

34-40 T.P. **Tea.**—Seven Belgian firms are in the market for supplies.

41 T.P. **Tea.**—An importer in Geneva, Switzerland, desires to obtain 1,000 cases of tea (Ceylon Pekoe), 25 kilometres each case.

42 T.P. **Tea.**—An importer of Cyrenaica, North Africa, is in the market for supplies.

MARKET IN MEXICO FOR KNIT GOODS.

(*Consul J. B. Stewart, Chihuahua, in United States Commerce Reports.*)

A reliable salesman reports that there is a big demand throughout this district, as well as other parts of Mexico, for light and medium weight cotton, worsted, silk, and artificial silk sweaters of standard colours.

Better grade hosiery is also in great demand. Cheap hosiery is not saleable as the imported article cannot compete with that made in the country, but for cotton, lisle, silk and artificial silk, in solid and fancy colours, there is a ready market.

The market for men's and women's light and heavy woollen underwear has been depleted for some time and good prices for this class of underwear may be had; in fact, there is never any difficulty in securing good prices for first-class merchandise in Mexico.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S.** Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S.** Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25 **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Metagama, C.P.O.S. Line, about September 24; *Canadian Miller*, Can. Govt. Merchant Marine, Ltd., about September 27; *Canadian Ranger*, Can. Govt. Merchant Marine, Ltd., about September 30; *Meganic*, White Star-Dominion Line, about Sep-

tember 30; *Melita*, C.P.O.S. Line, about October 1; *Tunisian*, C.P.O.S. Line, about October 7; *Canadian Seigneur*, Can. Govt. Merchant Marine, Ltd., about October 10.

MONTREAL TO LONDON.

War Peridot, C.P.O.S.-Furness Line (C.P.O.S.), about September 24; *Vardulia*, Cunard Line, about September 30; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about September 30; *Inkula*, Cunard Line, about October 4; *Willaston*, Cunard Line, about October 12.

MONTREAL TO ANTWERP.

Glenspear, C.P.O.S.-Furness Line (Furness), about September 25; *War Beryl*, C.P.O.S.-Furness Line (C.P.O.S.), about October 24.

MONTREAL TO GLASGOW.

Cassandra, Anchor-Don. Line, about September 27; *Corsican*, C.P.O.S. Line, about September 28.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Cornishman, Dominion Line, about October 2; *Virgilia*, Cunard Line, about October 4; *Dominion*, Dominion Line, about October 8; *Vellavia*, Cunard Line, about October 11; *Monmouth*, C.P.O.S. Line, about October 14.

MONTREAL TO MANCHESTER.

Manchester Brigade, Manchester Liners, about September 25; *Manchester Corporation*, Manchester Liners, about October 2.

MONTREAL TO HULL.

Maplemore, Furness Line, about October 2.

MONTREAL TO LEITH.

Cairnvalona, Thomson Line, about October 12.

MONTREAL TO BELFAST.

Ballygally Head, Head Line, about September 30.

MONTREAL TO HAVRE (FRANCE).

Californie, Compagnie Can. Transatlantique, Canada Steamship Lines, general agents, about October 1; *Wisley*, Compagnie Can. Transatlantique, Canada Steamship Lines, general agents, about November 5.

MONTREAL TO CHRISTIANIA AND BERGEN (SWEDEN).

Ranenfjord, Norwegian American Line (C.P.O.S. agents), about October 25.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Pioneer*, Can. Govt. Merchant Marine, Ltd., about September 30; *Clan Keith*, Houston Lines, about September 30; *Canadian Settler*, Can. Govt. Merchant Marine, Ltd., about October 15.

MONTREAL TO SOUTH AFRICA.

Cape Town, *Port Elizabeth*, *East London*, *Durban* and *Delagoa Bay*.
New Texas, Elder-Dempster Line, about October 5.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, *Sydney*, *Auckland*, *Wellington*, *Lyttleton* and *Dunedin* (Port Chalmers).

Kaikoura, New Zealand Shipping Co., about September 25.

* Buenos Aires only.

MONTREAL TO BARBADOS, TRINIDAD AND KINGSTON.

Canadian Recruit, Can. Govt. Merchant Marine, Ltd., about September 30.

MONTREAL TO BARBADOS, TRINIDAD, AND DEMERARA.

Canadian Signaller, Can. Govt. Merchant Marine, Ltd., about October 25.

MONTREAL TO HAVANA (CUBA).

**Canadian Sailor*, Can. Govt. Merchant Marine, Ltd., about October 7.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Warrior, Can. Govt. Merchant Marine, Ltd., about October 29.

MONTREAL TO ST. JOHN'S, NEWFOUNDLAND.

Lake Cannonsburg, Gulf St. Lawrence Shipping and Trading Co., about September 15; *Canadian Volunteer*, Can. Govt. Merchant Marine, Ltd., about September 30; *Canadian Adventurer*, Can. Govt. Merchant Marine, Ltd., about October 15.

MONTREAL TO CHARLOTTETOWN, P.E.I.

Lake Cannonsburg, Gulf St. Lawrence Shipping and Trading Co., about September 15.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chignecto, Royal Mail Steam Packet Co., about October 3; *Chaudiere*, Royal Mail Steam Packet Co., about October 17; *Caraquet*, Royal Mail Steam Packet Co., about October 31.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG

Africa Maru, Osaka Chosen Kaisha, about October 4.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Kashima Maru, Nippon Yusen Kaisha, about October 12.

From Vancouver.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Makura, Canadian Australasian Royal Mail Line, about September 30.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Russia, C.P.O.S. Line, about October 2; *Empress of Asia*, C.P.O.S. Line, about October 30.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Methven, C.P.O.S. Line, about October 15.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Melville Dollar, Canadian Robert Dollar Co., about October 3; *Harold Dollar*, Canadian Robert Dollar Co., about October 25.

VANCOUVER TO UNITED KINGDOM PORTS

Architect, Harrison Direct Line, about October 15.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Tyndareus, Blue Funnel Line, about September 20 (Victoria about October 4); *Cyclops*, Blue Funnel Line, about October 20 (Victoria about November 4).

* Havana only.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Svetlanskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiansia, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Inspection and Water Meters Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Cana la-Argentine Steamer Service. (See p. 634.)
The Houston liner SS. *Clan McWilliam* leaving Montreal for Buenos Aires.

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, September 29, 1919.

No. 817

THE MARKET FOR GRAPES AND PEARS IN THE UNITED KINGDOM.

CANADIAN FRUIT TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, September 5, 1919.—In response to requests from Canada for information as to the prospects for marketing Canadian grapes in this country, some investigation was made, and the situation is as follows:—

English and Belgian hothouse grapes supply the demand for the higher class fruit, selling at prices ranging from 2s. to 6s. per pound. The English grapes are not over till March, and the Belgian are in heavy supply from November to January. The grapes with which the Canadian fruit would come principally into competition would be the Almeria grapes, which begin in August, are shipped during September, October and December, and keep in their original packages until May. There is also competition in October from Channel Island grapes. South African grapes also reach the market in February, and continue until May, but they would not affect the situation.

The trade generally are not very optimistic as to prospects for Canadian grapes, especially in the absence of definite information as to varieties, keeping qualities, etc., the only experience they have ever had being with the Catawba variety, which are not appreciated by the public at all, shipments of these from transatlantic points having always had disastrous results. They believe that sweeter good-keeping grapes that could be placed on the market late in the season might be worthy of trial, but the outlook does not seem very promising.

When this investigation was begun, it was expected that Spanish grapes would be limited to 50 per cent of 1916 imports, and grapes from America were prohibited, thus shutting out considerable shipments of California Emperor grapes that had been tentatively arranged for. Under these circumstances, it was felt that this season might be particularly favourable for experimental shipments from Canada. These restrictions, however, have been removed since September 1, and with them the advantage that a new product might have enjoyed owing to limitation of supply. At present the only favourable factors are that the crop in Spain is small, and that heavy purchases are understood to have been made for Germany and Scandinavia.

In 1916, with normal shipments, and freights at about 1s. per barrel, Spanish grapes sold in Liverpool from 10s. to 16s. per 40-pound barrel. In 1917 prices ran from 28s. to 41s., and in 1918 they ran from 50s. to 90s., with occasional lots as high as 101s.

The first Spanish grapes this season sold for 33s. to 49s. The main supply of later grapes will probably average from 30s. to 50s. per barrel.

During the year ending December 31, 1918, the following quantities of grapes were imported into the United Kingdom: 1916, 798,204 cwts.; 1917, 205,426 cwts.; 1918, 415,399 cwts.

It is understood that, since inquiry was made from Canada, prospects for the sale of Canadian grapes on American markets have become very satisfactory. With a good market in sight nearer Canada, it is very doubtful whether there would be any advantage in shipping to England.

THE PEAR MARKET.

Restrictions have been removed from the importation of all fruits. This applies of course to pears, the embargo against American pears having raised hopes that attractive prices might be offered for any available supplies from Canada. The trade have had some very good consignments of Comice and D'Anjou pears from Nova Scotia in the past, and trial shipments of a number of varieties from Ontario have also been satisfactory. Dealers believe that this trade should be encouraged.

THE APPLE MARKET SITUATION IN THE UNITED KINGDOM.

CANADIAN FRUIT TRADE COMMISSIONER J. FORSYTH SMITH.

APPLE CONTROL.

Liverpool, September 6, 1919.—The Ministry of Food have been under considerable pressure from English fruit-growers, who desired the removal of apple price control, in order that their best varieties might be allowed to exceed the maximum fixed. They were able to point out that the prices of the bulk of English apples would certainly drop below the control figure, so that the interests of the general consumer would be fully safeguarded if a free market were announced, and the highest class fruit permitted to sell at luxury prices. This pressure resulted in some delay in announcing the official policy for the season, while the subject was being discussed in all its bearings. It has now been definitely decided that the apple price order will not be modified or suspended for the present. This means that last year's apple price schedule, as detailed in the last report, will continue in effect for some time. When heavy transatlantic shipments begin, if prices for the bulk of ordinary apples are maintained below the maximum, there is every probability that control will be removed. This will permit the entry of the best box apples, which, in view of high home market values, high freights and the exchange situation, will hardly be attracted to this country by the maximum 20s. 10d.

PRESENT APPLE PRICES.

English apples have been selling well below the control maximum of 58s. 4d. per 112 pounds, the heavy supply on the market having brought wholesale prices in London, per bushel of 40 to 45 pounds, to the following level: cooking apples 4s. to 7s.; dessert 8s. to 14s. Late varieties are being held back, but reports are that there are considerable quantities of very fair quality. It must be borne in mind however, that English apples, with the exception of selected lots of one or two of the best varieties, are never in the same class as Canadian apples. The majority are cooking apples, dessert apples representing a very small proportion of the total.

FIRST TRANSATLANTIC ARRIVAL.

The first transatlantic arrivals, comprising Duchess, Wealthy and Gravenstein from American points, a few hundred only, have arrived during the past week, and sold at the control price for sound fruit, some very poorly coloured dropping to 40s.

OCEAN SPACE.

One of the difficulties of the present season is going to be the securing of ocean space, especially for the Nova Scotia crop. Last year, Glasgow was particularly handicapped in this respect, receiving much less than the usual proportion of United Kingdom arrivals on account of lack of shipping facilities. Glasgow brokers have taken the matter up energetically with the various shipping lines, and as a result of

their representations, Furness, Withy & Co. are putting on three boats between Halifax and Glasgow, one to sail about September 15, and the others on October 1 and October 9, respectively, with a large amount of space for apples. The Donaldson Line are also willing to provide three boats during October and November, between Halifax and Glasgow, on a guarantee of 20,000 barrels each.

It is particularly fortunate that these boats have been secured to serve the Glasgow market, during the early part of the season, as owing to the presence of English apples in good supply on the southern markets, Glasgow prices are usually the most attractive at this season.

THE NEW STANDARD BARREL.

It is satisfactory to learn that very few of the old Nova Scotia barrels may be expected on the market this season, as it would be much more difficult to get buyers to give practical monetary effect to the fact that they are now receiving a heavier barrel, if any large proportion of arrivals were packed in the old barrel. It would be greatly to the advantage of the shippers generally, if all small barrels could be used for packing potatoes or for the home market. During this season of transition from a small barrel to a large also, it would help greatly if all standard barrels were so marked in conspicuous letters. On this side, steps will be taken, by circular letter and otherwise, to impress upon buyers the fact of the greater value now offered them.

Although it is understood that a fair proportion of the old Ontario barrels may be expected on this market, the same difficulty will not arise, as any misconception that may arise will not be adverse to the shipper of standard barrels, though it may militate slightly against the shipper of the old package.

DEMAND FOR BOX BOARDS IN THE BRISTOL MARKET.

TRADE COMMISSIONER NORMAN D. JOHNSTON.

Bristol, September 4, 1919.—In *Weekly Bulletin* No. 789, page 428, mention was made of the fact that a firm which has obtained their box boards from Sweden would be prepared and would like to buy from Canada, providing Canadian manufacturers can compete in price. This firm is a large branch of a very important concern, and if a Canadian manufacturer can supply their requirements satisfactorily other business would no doubt result. They generally purchase certain box parts which enable them to make up cases of varying sizes. These parts are cut to accurate dimensions, being smooth sawn and are usually formed of two pieces, tongued, grooved, glued, and smooth on one side so as to take a good impression when put through the two-colour printing machine. The following specifications were given as indicating a very considerable part of the normal requirements of this firm:—

23½	x	13½	x	5½	inch.
23½	x	12	x		"
21½	x	13½	x		"
21½	x	12	x		"
19½	x	8	x		"
17	x	8½	x		"

They also purchase boards cut to certain lengths, but varying as regards widths. The widths would be from 4-inch upwards in steps of ½-inch and the size—

21½	x	5½	inch.
17	x		"
13	x	8	inch.
15	x	8	"

SWEDISH QUOTATIONS.

All the quotations received so far from Canada have been much too high, and in order to give some idea of the prices which would have to be equalled, if not bettered, the following are the Swedish quotations on certain sizes:—

23½"	x	13½"	x	5½"	—25s.	10d.	per 100 pieces, f.o.b., Gothenburg, Sweden.
21½"	x	13½"	x	5½"	—24s.	0d.	" " " " "
17"	x	8½"	x	5½"	—21s.	3d.	" " " " "

The freight from Gothenburg to this country is about £6 per standard.

Timber in varying widths averaging 5-inch, not tongued and grooved, lengths from 16-inch to 23½ by 5½-inch in thickness, average £30 per standard f.o.b. Gothenburg, while the prices delivered to the works in Bristol average £38 10s. 0d.

The kind of wood usually supplied from Sweden has been white and red fir, but the former is preferred. The timber is usually cut some months previous to shipment and air-dried. It is doubtful whether steam or kiln-dried wood could stand the damp climate of this country. The boards are generally imported in bundles of 25 pieces bound by wire.

If any Canadian firm can compete with these Swedish prices they are asked to communicate with this office.

THE DEMAND FOR HAY IN LIVERPOOL DISTRICT.

TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, September 11, 1919.—A number of urgent inquiries have been received from importers, who desire to secure supplies of Canadian hay, as the English crop is only one-third of last year's, and considerable quantities of imported hay could be absorbed at high prices. Hay is to-day £14 per ton, compared with £4 before the war, and £8 for best clover last year, when the price was controlled.

There seems, however, very little likelihood of securing space for a commodity of this nature, and with freight rates somewhere in the neighbourhood of £13 per ton, there appears to be no possibility of laying down the Canadian product at less than £16 to £18. It would have to be delivered c.i.f. at £11 to £12 a ton to meet competitive conditions.

SHORTAGE OF HAY CROP IN THE UNITED KINGDOM.

Mr. Harrison Watson, Canadian Government Trade Commissioner in London, England, writes as follows regarding the shortage of the hay crop in the United Kingdom:—

"According to official computation, the crop for England and Wales is from one-third to one-half less than the average.

"In this connection it may be mentioned that the 1918 supplies for England and Wales totalled about 6,785,000 tons which was considerably below the average for the preceding 27 years of 7,674,000 tons.

"At present the prices for new hay at the stack are said to vary from £12 to as high as £18 per ton compared with the controlled price of £8 per ton at the stack for 1918 hay.

"As it was announced before Parliament adjourned that the Government did not propose controlling the distribution of 1919 hay, it looks as though prices will reach a very high level unless the Government reconsiders its decision."

IMPORTS INTO NEW ZEALAND FROM CANADA DURING THE QUARTER ENDED JUNE 30, 1919.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, August 6, 1919.—The following shows the total value of imports into New Zealand from Canada during the quarter ended June 30, 1919, together with articles affected by, and values of, the Canadian preference:—

Article.	Value.	Canadian Preference.
I. Foodstuffs of Animal Origin—		
Fish—		
Preserved in tins or other air-tight vessels.. . . .	£12,074	1d. per lb.
Smoked, dried, pickled, and salted, n.o.e.. . . .	50	5s. per cwt.
Meats, poultry, and game—other kinds.. . . .	1	10%
Provisions, n.o.e..	174	10%
Rennet..	194	—
II. Foodstuffs of Vegetable Origin—		
Confectionery—		
Chocolate in fancy packages.. . . .	1,242	4%
“ plain trade packages.. . . .	126	3d. per lb.
Unenumerated..	66	3d. per lb.
Food's, farinaceous, n.o.e..	14	—
Fruits—		
Bottled and preserved in syrup.. . . .	205	12½%
Fresh apples..	2	—
Jams, jellies, and preserves (including marmalade and preserved ginger)..	34	3d. per lb.
Vegetables, dried and preserved.. . . .	237	10%
III. Beverages (non-alcoholic) and Substances used in Making Same—		
Cocoa and chocolate..	10	3d. per lb.
Lime juice and other fruit juices, sweetened.. . . .	13	10%
IV. Spirits and Alcoholic Liquors—		
Gin, Geneva and Schnapps, unsweetened.. . . .	1,270	—
Whisky..	3,976	—
Value over-stated March quarter, 1919, £2,278.		
VII. Animal Substances (mainly unmanufactured) not being Foodstuffs—		
Glue and size..	7	¾d. per lb.
VIII. Vegetable Substances and Non-manufactured Fibres—		
Seeds, grass and clover	539	—
Wood-pulp.. . . . .	.....	—
Value over-stated March quarter, 1919, £421.		
IX. (a) Apparel—		
Apparel and readymade clothing, n.o.e..	5,295	12½%
“ made to order of residents in New Zealand.. . .	18	20%
Boots and shoes—		
Children's (Nos. 0-6)..	135	10%
Golosbes, felt slippers, tennis shoes, etc..	1,832	11½%
Grindery, n.o.e..	1,829	—
Gum boots..	3,721	—
Other boots and shoes..	136	7½%
Corsets..	4,242	12½%
Furs and fur trimmings..	118	12½%
Gloves..	4	12½%
Haberdashery—buttons, tapes, wadding, pins and needles.	329	—
Hosiery..	2,057	12½%
Minor articles, n.o.e., for making up apparel, etc.. . .	175	—
Tailors' trimmings..	1,260	—
Umbrellas, parasols, and sunshades.. . . .	10	10%
IX. (b) Textiles—		
Articles, n.o.e., partly or wholly made up from textiles, etc.	1	10%
Drapery, n.o.e..	1	10%
Felt sheathing..	30	10%
Matting, n.o.e., and mats..	7	—
Piece-goods—		
Cotton, n.o.e..	456	—
Woollen, n.o.e., of pure or mixed wool.. . . .	2	10%
Sewing threads, cottons, etc., n.o.e..	343	—
IX. (c) Manufactured Fibres—		
Cordage and rope—		
Iron and steel..	192	20%
N.o.e..	96	10%

IMPORTS INTO NEW ZEALAND FROM CANADA, ETC.—*Continued.*

Article.	Value.	Canadian Preference.
X. Oils, Fats and Waxes—		
Oils, mineral, lubricating..	17	1½d. per gal.
XI. Paints and Varnishes—		
Paints—		
Ground in oil or turpentine..	3,168	6d. per cwt.
Mixed, ready for use, other..	89	1s. per cwt.
Varnishes, lacquers, and gold size..	13	4½d. per gal.
XIV. (a) Metal Unmanufactured and Partly Manufactured and Ores—		
Anti-friction metal..	37	—
Iron and steel—		
Bar, bolt, and rod..	1,013	20%
Pig..	136	—
XIV. (b) Metal Manufactures other than Machinery and Machines—		
Blacksmiths' anvils, forges and fans..	98	10%
Bolts and nuts..	213	—
Copper plate and sheet, plain..	34	—
Cutlery, including table forks and spoons..	4	10%
Fencing staples..	3,242	—
Fire appliances—fire extinguishers, hardware..	26	10%
Hardware, hollow-ware, and ironmongery, n.o.e.	8,687	10%
Iron and steel, plate and sheet, plain black..	1,624	20%
Plain, galvanized..	3,517	3½d. per cwt.
Tubes, pipes, and fittings (including knees, bends and elbows)—		
Cast, 9-inch and under in internal diameter..	2,649	20%
Wrought, 6-inch and under in internal diameter..	56,772	20%
Iron and steel, n.o.e..	810	20%
Gas mantels..	24	10%
Lamps, other..	103	10%
Nails—		
Horseshoe..	175	1s. per cwt.
1-inch and under including tacks..	1,127	—
Other, including dog spikes..	18,669	1s. per cwt.
Plate and platedware..	34	10%
Rivets and washers..	98	—
Tinware and tin manufactures, other..	96	12½%
Tools and implements not being machines—		
Axes and hatchets..	1,070	—
Spades, shovels, and forks..	222	—
Other..	1,104	—
Wire—		
Fencing, barbed..	3,632	—
Fencing, plain..	27,252	—
Iron—		
Telegraphic and telephonic	1,426	—
N.o.e..	3,744	—
Wove wire and metal gauge, etc..	82	10%
Other plain, metal cordage, not gold, silver or iron..	1,546	20%
Metal manufactures, other (free)..	137	—
“ “ n.o.e. (20 per ad val.)..	3,001	10%
XV. Machinery and Machines—		
Agricultural implements—		
Cultivators, spring tire..	1,459	—
Drills and sowers..	3,210	—
Harrows—		
Disc..	375	—
Other..	249	—
Mowers, horse..	2,780	—
Ploughs..	1,431	—
Reapers and reapers and binders..	181	—
Other, including materials for and parts of..	846	—
Dairying, other..	96	10%
Electrical generators, motors and transformers, slide rails for electric motors..	377	10%
Lamps..	85	10%
Other..	30	10%
Oil engines, other..	95	10%
Printing, viz., typesetting and typecasting..	6	—
Tools, engineers' metal, wood, etc., workers', being machine or hand..	511	—
Machinery, n.o.e. (20 per cent ad val.)..	250	10%
Materials for and parts of (dutiabale)..	6	10%
“ “ (free)..	91	—

IMPORTS INTO NEW ZEALAND FROM CANADA, ETC.—*Continued.*

Article.	Value.	Canadian Preference.
XVI. (a) India-rubber and Manufactures thereof (not including Tires)—		
Hose tubing and piping, armoured or otherwise; canvas, india-rubber and other (not metal)	397	20%
India-rubber manufactures, other (free)	27	—
“ n.o.e.	17	—
XVI. (b) Leather and Manufactures thereof (including Substitutes)—		
Belting leather	—	—
Other, including canvas and rubber	136	10%
Leather—		
Calfskins, whole (value short-stated March quarter) . .	30	—
Japanned and enamelled	1,686	—
Sole pump and skirt leather	4,710	—
Portmanteaux, etc., 10-inch and upwards in length . . .	18	12½%
Saddlery, n.o.e., including whips and whip thongs	12	10%
XVII. (b) Wood, Cane and and Wicker Manufactures—		
Carriage materials, viz., shafts, spokes, felloes, etc., in the rough	34	—
Doors and sashes	176	10%
Handles for tools—		
Broom, mop, hoe, and similar handles	3	—
Other	645	10%
Woodenware and turnery, n.o.e., veneers, bellows, n.o.e. .	963	10%
XVIII. Earthenware, China, Glass, Stoneware, Cement, and Cement Materials—		
Bottles, plain, empty (glassware)	2	—
Glassware, n.o.e. (including globes and chimneys for lamps)	333	10%
China, porcelain, and Parisianware	1	10%
Plaster of Paris, gypsum and other like preparations (not being manures)	1,025	—
XIX. (a) Paper—		
Bags, n.o.e.	469	12½%
Butter paper, waxed paper and vegetable parchment, unprinted	610	—
Cardboard boxes—		
Materials for	—	—
Other	449	20%
Paperhangings	4,300	—
Printing	60,437	20%
Wrapping, unprinted	5,982	2s. 6d. per cwt.
Writing not less than demy	10,917	—
XIX. (b) Stationery—		
Books, papers, and music printed, n.o.e.	148	—
Calendars and show cards	1	12½%
Handbills, circulars, printed, advertising matter, etc., n.o.e.	28	3d. per lb.
Inks, printing	2	10%
Manufactured, n.o.e.	266	12½%
Pictures, paintings, etc., n.o.e.	5	—
Stationery, other (free), viz.—		
Charts, maps, etc.	—	—
N.o.e.	2,132	10%
XX. Jewellery, Timepieces and Fancy Goods—		
Fancy goods and toys	605	10%
Jewellery, other	26	10%
Sporting, gaming and athletic requisites, n.o.e.	3	10%
Timepieces, viz., watches	127	10%
Tobacco pipes and smokers' requisites—tobacco pipes and cases and cigarette papers, cigarette holders and cases.	14	10%
XXI. Optical, Surgical and Scientific Instruments—		
Cinematograph, bioscope, etc., films	23	—
Optical—microscopes and telescopes and slides and lenses therefor	98	—
Photographic materials and goods—sensitized surfaces and albumenized paper	222	10%
Surgical and dental	40	—
XXII. Drugs, Chemicals and Druggists' Wares—		
Calcium carbide	3,471	—
Chemicals and chemical preparations, n.o.e.	41	10%
Medicinal preparations, drugs and druggists' sundries, n.o.e.	528	10%
Perfumery, viz., toilet preparations	1	12½%

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

B. S. Webb, Buenos Aires.	Now travelling in Ontario.
D. H. Ross, Melbourne.	Now travelling in Ontario.
W. A. Beddoe, Auckland.	Now travelling in Ontario.
W. J. Egan.	Now travelling in Ontario.
Harrison Watson, London.	Arrived from England on September 20, and has proceeded to the Pacific Coast. He will make a trip through Eastern Canada when he returns from the West.
H. R. Poussette.	He left Canada on a trip to Oriental countries.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

TAXATION OF COMMERCIAL TRAVELLERS IN NEW ZEALAND.

The following details as to the taxation of commercial travellers in New Zealand have been sent by Mr. W. A. James, New Zealand Government Agent at Vancouver, from information supplied by Mr. Arthur M. Myers, Acting Minister of Finance and Minister of Customs of New Zealand:—

On arrival in New Zealand commercial travellers are required under the provisions of the Land and Income Tax Act, 1916, to deposit with the Collector of Customs or Commissioner of Taxes an amount, usually £10, to cover any income tax that may be payable on the business resulting from the visit. On payment of the deposit a warrant will be given without which it is unlawful to carry on business.

In arriving at the amount on which tax is levied, a percentage commencing at 5 per cent is taken of the total business resulting from the visit. This percentage varies according to the class of goods which the traveller is selling. The tax is payable on a graduated scale commencing in the case of limited companies at the rate of 1s. in the £1 where the income on which tax is payable does not exceed £1,600, thereafter 1s. in the £1, increased by one two-hundredth part of a penny for every £1 in excess of £1,600, but in no case to exceed 3s. in the £1.

The following are excerpts from the Land and Income Tax Department's memorandum as to collection of deposits:—

COMMERCIAL TRAVELLERS.

Section 100 of the Act reads as follows:—

“When any person in New Zealand, on behalf of a principal resident or carrying on business out of New Zealand, is instrumental in procuring the purchase from that principal of goods or merchandise which are in New Zealand or are to be imported into New Zealand in pursuance or in consequence of such purchase, whether the contract of purchase is made in New Zealand or elsewhere, the principal shall in respect of the sale by him of such goods or merchandise be deemed to be carrying on business in New Zealand through the agency of that person; and the income derived from such business shall be deemed to be derived from New Zealand, in the same manner and to the same extent as if the contract had been made in New Zealand, and shall be assessable for income tax accordingly, and the agent shall make returns and pay tax accordingly.”

A deposit will be collected, as in the case of theatrical companies, on arrival in the dominion. If the traveller is unable to furnish a complete return at the end of

his visit, the deposit will be held until such time as a full return can be furnished to the department. In the case of travellers who periodically visit New Zealand, the return may be held over until the following trip, or may be forwarded to the department by post, when an adjustment will be made, either by refund if the deposit exceeds the tax payable, or by a claim for the balance of tax if the deposit is insufficient.

The deposit will be paid at the port of arrival, even if the traveller has been and is still unable to furnish a return for the previous visit, and although a deposit may be standing to his credit.

Returns should include the *total business resulting from the visit*, and not the orders only *taken personally*.

The assessment for income tax will be made in accordance with the provisions of section 104 (2) of the Land and Income Tax Act, 1916, on the basis of profit fixed by the commissioner.

Should the representative have any difficulty in making the return, or be in doubt as to any other point, he should call at the Income Tax office, Wellington, for information, or, if more convenient, communicate by letter.

In cases where the principals have given the department written assurances that returns will be furnished, a deposit should still be paid by the representative at the port of entry.

Any non-resident agent or non-resident trader refusing to pay a deposit when required so to do renders himself liable to a penalty up to £100.

It shall not be lawful for any non-resident agent to act as agent, or for any non-resident trader to carry on business, unless he is the holder of a warrant from the commissioner or a collector of customs enabling him to do so.

The warrant will, without fee, be issued either by the commissioner or any collector of customs on application. It will continue in force for a period of two months from date of issue.

Any such agent or trader carrying on business within the dominion without the aforesaid warrant renders himself liable to a penalty up to £100.

TIMBER AND PAPER TRADE NOTES FROM NORWAY.

COMMERCIAL AGENT C. E. SONTUM.

The Norwegian Wood Trade.

Christiania, Norway, August 29, 1919.—The trade paper *Farmand* says in a recent edition: "Business in the export market is still dominated by the dearth of tonnage, and substantial quantities sold for shipment May and June are still left to wait for shipping opportunity. This belated delivery of sold goods is mainly caused by delays of the boats owing to strikes and slow forwarding at the places of discharge, supplementary tonnage being difficult to procure. Prices are maintained firm with a rising tendency. With shorter working hours and diminished output the mills are also by necessity in want of higher prices, as the cost of raw materials is showing no decrease. The demand, mainly from England, is well maintained and the competition from Finland, however, especially in sawn goods, appears to make itself felt in some quarters, buyers keeping back in expectation of a more plentiful supply from that country, but as shipping accommodation will hardly prove easier to obtain in those waters, the importance attached to the supply from Finland may turn out to be illusory. The Belgian market, of which much was expected, has not yet developed to anything important. Holland at present is also lifeless. Some few feelers are sent out, but as a rule the orders are being covered more cheaply from stocks within the country. Australia meanwhile has appeared as a buyer on quite a fair scale, and several transactions have been made in planed goods at prices of about £28 10s. to £29 per standard basis f.o.b.

"Owing to the difficult shipping conditions and the slow clearing of stocks consequent thereupon, there is no business to speak of in the battens market. Prices are, however, maintained at about the former level."

The Paper and Wood-pulp Market.

In the cellulose market a livelier demand is continuing. The manufacturers' prices are well maintained; easy bleaching sulphite \$114.67, strong \$108, bleached \$160 to \$166. Sales from Norway, which for some time had come to quite a standstill, now take place regularly and are lessening stocks, which however continue considerable, although nine factories are still closed down.

"The mechanical wood-pulp market, hitherto quiet, is now being cheered by livelier demands. The prices continue rather unchanged. Owing to the satisfactory supply of water, all mills are working.

"In the paper trade, still quiet, no change is expected for some time forward."

Project for Floating of Timber through a Tunnel.

The river Glommen, which is the largest river of Norway and on which the principal floating of timber in this country is done, has during later years become so taken up with power stations, especially as regards its most southern course, that timber flotation is greatly handicapped. To meet this situation a staff of engineers are at work making investigations for an improvement in rafting conditions. The plans projected by far exceed everything that has heretofore been planned or carried out in this way. The intention is to mine out a floating tunnel through the mountain between the lake of Oieren and Nes Lense. This tunnel will be fourteen kilometres in length, and will carry the timber outside all falls, rapids and breakwaters in this part of the river. Not only will the timber be saved considerable breakage, but the scheme will be of great value to the power stations in the saving of water supply. Norway has already in the lower part of the Glommen river the largest and most up-to-date floating arrangement in Scandinavia and possibly in the world.

Strike in the Paper Industry.

The head organization of the labourers on September 1 gave notice, that on September 15, the labourers in the paper mills would leave their places, if no agreement is come to before that date. In all this embraces about 10,000 men, but as already some of the mills are standing still, the stop really concerns about 8,000 men.

APPLE PRICES IN THE UNITED KINGDOM.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Commissioner, Liverpool:—

September 16: Heavy supplies of English fruits depressing market. Six hundred barrels United States apples sold Liverpool auction at 52s. for Gravensteins (tight), 44s. to 47s. for slacks; Wealthy (slack) 40s. to 46s., York Imperial 38s. to 39s. Boston crates, showing some waste, Gravenstein 16s. 6d., Wealthy 12s. to 14s., Ramshorn 12s. to 15s.

September 16: Best dessert apples wholesale 3½d. to 4d. per pound, cooking apples 1½d. to 2½d.

September 19: Some hundreds of crates of United States apples of poor condition; the following prices were obtained: Ramshorn 4s. to 7s. 6d., Gravenstein 7s. to 11s. 6d.

THE CUBAN SUGAR CROP OF 1918-1919.

The Acting Trade Commissioner at Havana, Cuba, writes as follows:—

Havana, September 6, 1919.—The Cuban sugar crop of 1918-1919 is the largest that has ever been produced on the island. On September 1 the total receipts at the different seaports of the island had reached 3,675,640 tons. With four mills still grinding and considerable quantities yet stored at the different mills, it is expected the total will reach 4,000,000 tons. Of this amount 2,808,315 tons have already been exported. The following table will show to what countries these exports have been made:—

	1918-1919. Total to Sept. 1, 1919.	1917-1918. Total to Sept. 1, 1918.
United States... ..tons.	2,200,094	1,809,237
Canada... .."	32,587	7,029
United Kingdom... .."	418,566	718,890
France... .."	132,982	18,230
Spain... .."	7,952	24,347
Other European countries... .."	15,869	—
Mexico... .."	282	15,370
South America... .."	.....	550
Total... .."	<u>2,808,332</u>	<u>2,593,653</u>

The port showing the largest exports of sugar is Matanzas, with 2,646,155 sacks (378,022 tons). The following table shows the number of sacks exported from the different ports of the island up to August 30 (unless where otherwise stated):—

Port—	Sacks of Sugar.
Havana... ..	2,033,740
Matanzas... ..	2,646,155
Cárdenas... ..	1,729,582
Cienfuegos... ..	2,017,949
Sagua... ..	1,295,495
Caibarién... ..	1,084,030
Nuevitas... ..	1,745,858
Júcaro... ..	1,882,329
Antilla and Nipe Bay... ..	1,270,907
Puerto Padre... ..	900,032
Manzanillo... ..	684,836
Manarí (August 23)... ..	345,880
Banes... ..	361,140
Gibara... ..	198,400
Gunatánamo (August 23)... ..	669,163
Santiago de Cuba... ..	349,395
Santa Cruz del Sur... ..	300,304
Trinidad (August 23)... ..	89,857
Zaza (August 23)... ..	53,043
Total... ..	<u>19,658,205</u>

(19,658,205 sacks, at 7 sacks to the ton, equal 2,808,332 tons.

At the price fixed, viz., 5½ cents per pound, the value of the 1918-19 sugar crop will be upwards of five million dollars.

There is considerable new ground being cleared and planted in cane in different parts of the island, and it is expected that if weather conditions are favourable the crop of 1919-1920 will reach 4,500,000 tons.

THE PORT OF BUENOS AIRES.

(From the Argentine Year Book.)

The present port of Buenos Aires comprises the small port of Riachuelo, which was designed and constructed in 1887 to provide shelter for small craft. The combined ports contain wharfage to the extent of 9,700 lineal metres, which serve for loading and unloading ships drawing a maximum of 26 feet of water. Access to the port is effected through a channel from the deep waters of the river Plate. This channel is 19 kilometres in length and is divided into two branches at a point which gives a length of 9,800 metres to the North channel, which enters the port at the North basin; and a length of 10,700 to the South channel, which terminates at the mouth of the Riachuelo river. The first of these channels is 21 feet deep at ordinary tide and the second 18 feet, whilst their breadth is 100 metres. The entire channel has luminous buoys placed at equi-distant points of 500 metres.

The port consists of two basins and five docks, and the total area of water inclosed thereby is 660,200 square metres, while the total wharfage extends to 10,602 lineal metres. The North basin possesses two dry docks, respectively, 150 and 180 metres in length, 20 metres wide at the bottom, 27.92 metres at the top, and a depth reaching to 10.85 metres, which permits the dry-docking of any ship able to enter the port.

There are twenty-four warehouses, twenty-one of which are the property of the Government, the remaining three belonging to private firms and being used exclusively for the storage of cereals. The frontage of these twenty-four warehouses comprises 2,466 lineal metres, the total capacity being 566,486 cubic metres and the total floor space 115,907 cubic metres.

The opening and closing of dock-gates, flood-gates, etc., together with all the cranes, are worked by hydraulic power, which is provided by three separate power-houses situated respectively on the north bank of the Riachuelo, the south end of Dock 1, and on the western side of Dock 4, the first generating 125, the second 900, and the third 300 indicated horse-power.

There are 58 kilometres of railway line and 12 traction engines belonging to the port. For the purpose of lifting heavy weights there is a floating crane capable of raising 40 tons.

The classifying grain elevators in docks Nos. 2 and 3 are completed. That in dock No. 3, belonging to the Belgian company "Sociedad de Molinos Harineros y Elevadores de Granos," has a capacity of 120,000 tons, and will discharge about 10,000 tons per day of ten hours. It is constructed in a similar manner to the elevator erected in Genoa, its only foundation being a platform of strengthened cement, armoured brick being employed in the towers. Attached to this elevator is a mill of a daily output of 4,000 bags of flour. The other elevator in Dock 2 belongs to the Central Argentine Railway, and differs in construction, the foundation being carried down some 10 metres to the "tosca" or underlying indurated mud.

EXTENSION WORKS.

The contract which Messrs. C. H. Walker & Co. made in 1911 for extension work in the port of Buenos Aires totals \$24,012,789 gold. According to the plan the new dock extension when complete will afford the following facilities: Depth of water, 33 feet. Four basins with five moles. Four of the basins to be 115 metres wide and 500 metres long. One basin of the same width but only 300 metres in length. All these to give a continuous wall-front of 5,230 metres. The total accommodation provided will be sufficient to allow twenty vessels 150 metres long to effect operations simultaneously or permit of an annual movement of 3,425,400 tons, at the rate of 1,141.60 tons per lineal metre of wharfage.

The warehouses and deposits are calculated to give ample storage space. There will be sixty electric cranes of three tons' capacity, arranged three for every section of deposit. Also seventy-two other cranes of the same capacity arranged strategically to facilitate operations. In the warehouses, etc., there will be eighty electric lifts of three tons' capacity. The wharves will be provided with capstans, etc., in abundance. In May, 1915, it was officially stated that certificates of work had been approved for \$5,561,528 gold. The contract stipulated completion within five years and seven months, a term which was extended nine months on account of difficulties arising from the war, by decree in February, 1915.

PORT MOVEMENT, 1913.

Steamers.

	Number.	Tons.	Number.	Tons.	Number.	Tons.
Entries	5,448	13,515,506	32,190	12,142,657	37,638	25,658,162
Departures	5,370	13,469,710	32,300	12,156,715	37,670	25,626,425

Sailing Ships.

	Number.	Tons.	Number.	Tons.	Number.	Tons.
Entries	353	291,100	32,646	2,329,553	32,999	2,620,653
Departures	349	295,542	33,063	2,404,050	33,412	2,699,593
Totals	11,520	27,571,858	130,199	29,032,975	141,719	56,604,833

SHIPPING UNDER FOREIGN FLAGS.

Practically 60 per cent of the maritime trade of the Republic is done through the port of Buenos Aires. The percentage of arrivals, according to "flags" worked out during the six years before the war:—

Year.	British. p.c.	German. p.c.	Italian. p.c.	French. p.c.	Others. p.c.
1901...	50.0	15.0	12.0	7.0	16.0
1906...	57.50	11.0	11.50	7.0	13.0
1911...	61.0	10.75	9.50	6.0	12.75
1912...	60.50	11.25	7.25	6.75	14.25
1913...	59.0	12.0	7.75	7.0	14.25
1914...	56.0	56.0	8.75	7.50	19.0

CODFISH IMPORTATIONS INTO THE ARGENTINE REPUBLIC.

In response to inquiries, Mr. B. S. Webb, Canadian Trade Commissioner at Buenos Aires, writes as follows respecting codfish importation into the Argentine Republic:—

Dry and salted codfish, or "bacalao," as it is called locally, is imported into Argentina to the extent of some 5,500,000 kilogrammes annually. In 1913 Norway supplied 3,600,000 kilogrammes, and the United Kingdom 1,078,000 kilogrammes. Whilst a considerable quantity of Canadian dry salted fish finds its way to Brazil and Central American states, practically none reaches Argentina.

One-third of the dry salted codfish coming into the Republic is of the kind known locally as "bacalao cortado." This fish is boned, cut into oblong pieces, and packed in tin boxes of 5 and 10 kilogrammes. Nearly all the boneless fish is imported from Norway.

Whole, dry salted codfish is landed in Buenos Aires in oblong boxes containing 50 kilogrammes (approximately 110 pounds); before the war these boxes had to be tin-lined, but I understand that during the war the tin lining was dispensed with.

The Canadian Mercantile Marine, operated by the Canadian National Railways, are running a line of steamers from Canada to Buenos Aires and Messrs. Maclean, Kennedy & Co., Board of Trade Buildings, Montreal, are also operating a line of steamers sailing to Buenos Aires direct at more or less regular intervals.

AMENDED REGULATIONS GOVERNING IMPORTATION AND EXPORTATION OF WHEAT PRODUCTS.

Referring to Memo. No. 2333-B and 2334-B, the Canadian Wheat Board has granted permission for the importation and exportation of bread without individual licenses. (*Vide* Memorandum of Customs No. 2335-B.)

General permission is also granted for export to the United States without individual licenses of wheat flour, bran and shorts in retail quantities by wagon loads along the frontier, subject to proper export entry being made in each case with notation thereon by the shipper as follows:—

“Sold in a retail way only and exported under provisions of Memorandum No. 2335-B.”

NOTE.—The above regulation does not apply to wheat, for export of which individual licenses are required in every case.

THE EMBARGO ON CONFECTIONERY IMPORTS IN AUSTRALIA.

The following cablegram, dated September 22, has been received from the office of the Canadian Government Trade Commissioner, Melbourne, Australia: “Confectionery embargo remains in force until introduction revised tariff probably near future.”

IMPORT LICENSES REQUIRED FOR IMPORTS INTO UNOCCUPIED TERRITORY IN GERMANY.

(*British Board of Trade Journal.*)

The British Board of Trade understand, from information which has been received through the Foreign Office, that import licenses are at present required for the import of all classes of goods into German territory outside the one occupied by the Allies. For such licenses, the consignee of the goods has to apply to the Reichskommissar for export and import licenses, in Berlin.

Application for licenses are dealt with on their merits, raw materials being given a preference over manufactured goods, particularly “luxury” goods.

INCREASE IN FRENCH IMPORTS.

In notes on the new French surtaxes on imports, the *British Export Gazette* says:—

“It is not a little interesting to learn from the returns of French trade just issued that, in spite of the restrictions previously imposed by the French Government, the import trade of France is steadily increasing. In other words, official hindrances have had no effect in checking the stream of goods so urgently needed from entering the country. The returns we quote are for the first six months of the present year, and they show an increase over the import trade of last year to the extent of no less than £95,000,000. Towards this increase it is true that foodstuffs contributed over £45,000,000, while raw materials showed an advance of £28,000,000. But the large amount of £21,710,000, representing the additional purchases of manufactured articles, is highly significant, and we may well wonder whether after all the heavy surtaxes will have much more effect in restricting imports than had the previous consortium system.”

NEW IMPORT REGULATIONS IN ITALY.

With reference to the notice in *Weekly Bulletin* No. 814, p. 471 (September 8, 1919), respecting the Italian Royal Decree of the 24th July on the subject of import restrictions, the *Board of Trade Journal* says: The Board of Trade are in receipt of information from His Majesty's Embassy at Rome to the effect that the Italian Government have decided to admit into Italy from the United Kingdom, without license, goods of the kinds specified in schedule "A" of the Decree, if of United Kingdom origin, except such of these goods as also appear in the list of "luxury" goods, which, under the previous arrangement between the British and Italian Governments, could only be imported into Italy from the United Kingdom under license.

The effect of this is that (apart from goods specified in schedule "B" of the Decree, the import of which, on private account, remains prohibited), all goods of United Kingdom origin, imported into Italy from the United Kingdom will be admitted without the formality of an import license except the undermentioned articles in respect of which the prospective consignee in Italy must apply to the "Comitato Consultivo," at the Ministry of Finance, Rome, for an import license:—

- Wine in bottles.
- Spirits and liqueurs.
- Chocolate.
- Perfumery (except scented soap).
- Woollen carpets.
- Furniture; frames (cornice).
- Printed matter (of the nature of engravings, lithographs and the like)—not including books, picture postcards, newspapers and periodicals.
- Furs, made-up into manufactured articles.
- Manufactures of gold and silver, including gold and silver jewellery and gold watches.
- Precious stones (except those for industrial purposes).
- Motor cars (except chassis).
- Manufactures of glass, ground, cut, gilt, or silvered.
- Feathers, ornamental, crude or prepared.
- Human hair, worked-up.
- "Mercerie" of a luxurious or ornamental character.
- Toys.
- Fans.
- Pianos.
- Women's hats, trimmed.
- Artificial flowers, made of textile materials.

Goods of the above-mentioned kinds sent to Italy from this country by parcel post do not, however, require an import license at present, except manufactures of gold or silver, including jewellery of these metals, gold watches and precious stones.

The Board of Trade are informed that the term "heavy mineral oil" in schedule "D" of the Decree of July 24, applies only to combustion oils and not to lubricants. The latter may, therefore, be freely imported into Italy. Further, malt is not covered by schedule "B," and may thus be imported into Italy without license.

CLASS OF HORSES REQUIRED IN FRANCE.

The Commissioner General of Canada in Paris, France, reports that he has received from a leading importer of horses the following statement:—

"For France, horses nearing our big "Percheron" breed are required, this is to say "doubled" and hearty draught horses, they must be stocky and low strung, measuring about 5.57 feet to 6.88 feet, ageing from five to ten years and weighing from 1,100 pounds to 1,780 pounds. This concerns guaranteed trained animals for harness and should be delivered to us with halter and shod. It would also be necessary, so as to reach an interesting figure (1) that the dealers be in a position to start shipments at the end of September; (2) that the stock arrive at Quai St. Nazaire; (3) that quotations be made c.i.f. (F.O. Arrivée). Although we should not expect, as a beginning, to exceed 200 horses, there is no doubt but that with certain connections we could reach a figure from 2,000 to 3,000 head, provided quotations are satisfactory to the eventual buyer."

Another importer wrote: "The best way to market Canadian horses is to find a horse raiser in Normandy who can board them and put them on the market."

CERTIFICATES OF ORIGIN IN BELGIUM.

(*British Board of Trade Journal.*)

The Board of Trade are in receipt, through the Foreign Office, of copy of a Belgian Royal Decree, dated the 9th August, and published in the *Moniteur Belge* for the 14th August, respecting certificates of origin. The decree provides that:—

Article 1.—The importation into Belgium of merchandise coming from Switzerland, Luxemburg, Spain, Holland, Denmark, Sweden, Norway, Poland, Czecho-Slovakia, and German Austria is subject to the production of a "certificate of origin," written, printed or stamped on the invoice accompanying the goods.

Article 2.—This "certificate of origin" is to be drawn up in a prescribed form (the form to be used is indicated in an annexe to the decree), and consists of a declaration that the goods are not of German origin.

Article 3.—Merchandise made from materials originating in Germany shall not be considered as of German origin when the value of the German material and/or labour used or expended in the production of the goods does not exceed 25 per cent of the value of the finished product.

Article 4.—Certificates of origin must be viséd by a Belgian consul or other person appointed by the Belgian Ministry of Foreign Affairs for the purpose.

Article 5.—Certificates of origin will be valid for a limited period, which will be specified on the certificate. This period will in no case exceed two months.

Article 6.—Certificates of origin are not required in certain special cases, e.g., goods to be sent in transit through Belgium; goods imported either on a direct bill of lading or under cover of some other transport document, and without breaking bulk, from one of the following countries: United States of America, France, United Kingdom, Italy; travellers' baggage; live animals.

Article 7.—The Minister of Economic Affairs may, if necessary, extend the provisions of this decree to imports from countries other than those specified in Article 1.

CONSULAR INVOICE REGULATIONS IN BRAZIL.

(*British Board of Trade Journal.*)

The British Board of Trade are in receipt of information from H.M. Commercial Secretary at Rio de Janeiro to the effect that the Brazilian Government have decided to put into operation, as from the 1st October, the regulations respecting the specification of goods in consular invoices, which are laid down in article 120 of the Budget Law for 1919, and which it was originally intended provisions should take effect on the 1st July.

H.M. Commercial Secretary adds that a statement, which may be taken as official, and which may be summarized as follows, has been communicated to the Brazilian press by the Director of the Federal Statistical Department.

Under the regulations of the Budget Law, which will be brought into force on October 1, penalties will be exacted for the want of detailed specifications of merchandise in consular invoices from that date; all general specifications, such as cotton goods (*tecidos de algodao*), unclassified earthenware (*Obras de louca nao especificadas*), hardware (*obras de ferro*), unclassified chemicals (*productos chimicos nao especificados*), etc., will be prohibited.

The exporter will be obliged, in the case of cotton goods, to describe the fabric as bleached, printed, or dyed (*branco, estampado ou tinto*), giving the weight and value of each quality. In the case of earthenware, the declaration must be made of the kind of article, whether lavatories, dinner services, etc.

With regard to chemicals, each product should be given by its commercial or scientific denomination.

The obligatory declaration "of component materials" refers principally to fabrics, in which the declaration is required of the fibre which has been used in their manufacture, such as cotton, silk, flax, etc.

For the exportation of automobiles, it is sufficient to state the number of cars, and whether they are to be employed in the transport of cargo or passengers, and whether propelled by petrol or electricity.

The exporter should give on the consular invoice the details which are furnished to the importer in Brazil when the order is shipped. When a Brazilian merchant gives an order abroad, he does not order "hardware" or "earthenware." He orders a given quantity of such article as he wishes to purchase. When he receives his goods, they are accompanied by an invoice, where each kind of article is designated, with its weight and value. It should, therefore, be easy for the exporter to compile the consular invoice in accordance with the exigencies of Brazilian law.

NEW TRADE MARK LAW IN HAYTI.

(British Board of Trade Journal.)

Le Moniteur (the official journal of the Republic of Hayti), dated June 21, contains the text of a new law regarding trade marks. Its chief provisions are:—

Every manufacturer, industrialist or trader has the right to distinguish his merchandise, or products, by means of special marks of manufacture. These trade marks can be of any design not prohibited by the present law (*viz.*, armorial bearings, medals or other official insignia, national or foreign, as well as all denominations or figures offensive to morality or public decency), and serving to distinguish certain articles from others of a similar nature but of different origin. Registration of marks as provided for in the law is essential to guarantee exclusive right of possession and use.

REGISTRATION.

To obtain registration of a trade mark the person interested or his representative must make application to the Chamber of Commerce at Port-au-Prince in duplicate on stamped paper of 70 centimes. It should include a facsimile of the trade mark, a detailed description of what constitutes the mark, a declaration of the nature of the industry or business concerned, the use to which the mark is assigned, the profession of the applicant, and the place of his business or factory. One copy will be sent to the Department of Commerce and the other will be kept at the Chamber of Commerce.

A process-verbal of the deposition will be prepared by the Chamber of Commerce, which will insert it in a special register. Notification of the registration of the mark will also be made in the official *Moniteur*.

The registration fee is fixed at 30 gourdes (1 gourde = 25 cents Canadian currency, normal exchange) for national marks and at 75 gourdes for foreign marks. National marks will be valid for a period of twenty years, but for foreign marks the period of registration will be fixed according to the laws of the particular country concerned.

The remaining articles of the law deal with the penalties to be inflicted for fraud and infringement of trade marks.

TRADE MARK LAW OF URUGUAY.

The following is extracted from the *Journal* of the British Chamber of Commerce in Uruguay: "Prior to the year 1909, the Trade Mark Law in Uruguay was notoriously deficient and of no practical utility or protection to foreign trade marks. According to the then existing law, any person could register in Uruguay a trade mark, providing no application for a similar or conflicting trade mark had previously been made. This lent itself to manifold abuses and owners of well known proprietary articles, on attempting to register their trade marks in Uruguay, with a view to placing their specialties on the Uruguayan market, were liable to find that their special trade marks had been registered in the country already and that there was no alternative but to buy out the holder of the registration certificate. In 1909, however, the Trade Mark Law was revised and amended, and although it is by no means perfect, it does provide a certain protection for foreign trade marks not registered in the country. In the first place it may be stated that the customary prohibitions are made regarding the register of trade marks, such as the names, scutcheons or distinctive signs used by foreign states unless duly authorized by the authorities of the state in question, terms and phrases which have passed into general use and signs which do not embody any novel or special character, and the like. The amendments to the law provide that the owners of a foreign trade mark not registered in the Republic may challenge the registration of the same mark by another party. If the challenged registration has already been effected, the owner of the foreign trade mark may apply to the Uruguayan Government to have the registration annulled, providing that action is taken within two years of the date of the registration thus challenged. The protection granted by registration of a trade mark extends over a period of ten years and is renewable for further similar periods.

"Registrations of foreign trade marks are invariably entrusted to trade mark and patent agents. The British Chamber of Commerce in Uruguay will place British owners of trade marks in touch with reliable registration agents who have to be provided with a power of attorney before they can act. The documents required in general cases for the registration of foreign trade marks in Uruguay are as follows: Power of attorney, duly legalized by the nearest Uruguayan consul, copy of certificate of registration of the country of origin, legalized by the Uruguayan consul, electro, if special design, and five prints of the trade mark. All applications for the registration of trade marks have to be published for fifteen days in the *Diario Oficial* (Official Gazette), the cost of which is \$6 Uruguayan gold (£1 = \$4.70) when the space occupied does not exceed 6 by 12 centimetres. When necessary, a block illustration of the trade mark to be registered has to be provided, which is usually done by the trade mark agent. At the conclusion of publication for the stipulated period, registration is granted unless opposed, but in the case of overseas claims an extension of ninety days is allowed. The Government fee for the registration and certificate of a trade mark is \$10 Uruguayan gold, and for further copies of the certificate \$2 each is charged. For the registration and certificate of a renewal the fee is \$25. In either case must be added the cost of publication (which varies according to the space occupied, with a minimum charge, as stated previously, of \$6), stamps and stamped paper, etc., as well as the fee of the trade mark agent handling the case. Provisions are made in the law for taking legal proceedings against any person or persons who adulterate or forge a registered trade mark or use trade mark wrappers for spurious or adulterated products, providing such legal proceedings are taken within one year of the date on which the fraud was made known."

LONG TERM CREDITS FOR EXPORT—DETAILS OF THE BRITISH SCHEME.

(*British Board of Trade Journal.*)

The Board of Trade announce that an office will shortly be opened under management appointed by the board for furnishing sterling credits in accordance with the scheme for assisting the exportation of goods to certain disorganized parts of Europe, which was referred to by the Prime Minister in the House of Commons last Monday.

The credits will be based on bills drawn in this country by the seller of the goods and accepted by the buyer, and will be subject either—

(a) To the deposit with an approved bank in the country of purchase of currency to an amount required by the office; or

(b) To a guarantee of currency of a required amount by an approved bank; or

(c) To arrangements for the handing over of produce of the buying country; or

(d) To the deposit of securities with the approved bank or the office under the scheme.

The office will fix periodically the amount of currency required to be deposited per £100 sterling, and will have power to vary its charges according to the nature of each transaction. The credits will continue for such periods as the office may determine in each case, having regard to the economic prospects of the country concerned and the character of the business, but the maximum period will be three years. The charges for each period of six months will be on a rising scale in order to induce early liquidation.

The office will be entitled—

(a) To take over and liquidate collateral pledges.

(b) To have recourse against the acceptor of the bill for any deficiency.

(c) To have recourse against the guarantor.

The credits furnished will not as a rule exceed 80 per cent of the prime cost of the goods sold, plus freight and insurance (including the charge made by the office). In special cases, however, at the discretion of the executive, the amount may be increased, but in no case will it exceed the prime cost plus freight and insurance (including the charge made by the office). If the proceeds of the bill are less than the prime cost plus freight, plus insurance (including the charge made by the office), the loss represented by the difference will be divided between the office and the drawer of the bill in the proportion of four-fifths to one-fifth.

Business will be taken only through banks and on the reports of banks, and the aggregate amount of credit to be granted will not exceed £26,000,000.

The area and classes of goods to which the scheme relates will be settled from time to time by the Government, but credits will not be furnished either for the export of raw material or for the sale of stocks held by Government departments.

THE CANADA-ARGENTINE STEAMSHIP SERVICE

The Houston Line and the Canadian Government Merchant Marine, Ltd., are now despatching steamers at regular intervals from Montreal to the Argentine. Among the articles that are being exported from Canada to the Argentine are agricultural machinery, automobile tires, newsprint, wall paper, window glass, leather, malt, iron sheets, oilcloth, cream separators, and shingles. The next sailings from Montreal to Buenos Aires are: *Canadian Settler* (Canadian Government Merchant Marine, Ltd.), on October 15; and the *Clan McWilliam* (Houston Line), October 25.

The illustration on the front page of this week's number of the *Weekly Bulletin* shows the *Clan McWilliam* leaving Montreal for Buenos Aires.

BRITISH DELEGATION TO WORLD COTTON CONFERENCE.

(Consul Ross E. Holaday, Manchester, in United States Commerce Reports.)

The members of the British delegation to the World Cotton Conference in New Orleans in October next held a meeting in Manchester on August 5, 1919, when Sir Herbert Dixon was unanimously appointed leader. The delegates, nearly fifty in number, represent every branch of the British cotton industry (incidentally 50,000,000 spindles and 700,000 looms) from the raw material to the merchants and shippers of the finished goods. The Manchester Ship Canal Company, the bankers, and the hosiery trade of Leicester and Nottingham will also be represented. The party has made arrangements to leave England on September 15.

Mr. Frank Nasmith is to act as general secretary to the delegation. The subjects to be discussed by invited speakers include improved methods of compressing, the need for uniformity of bales, better cotton farming, seed selection, the world's future requirements (by Prof. John A. Todd), new sources of cotton production, improved financing, uniform classification, buying of future delivery, price stabilizing, international regulation of labour conditions, question of a world system of apportionment, and textile machinery requirements of the immediate future.

TRADE WITH POLAND.

(Chamber of Commerce Journal, London, Eng.)

Owing to the fact that Czecho-Slovakia and Poland have, for the past five years, been isolated from all connection with foreign countries, their stocks of all kinds of goods have been exhausted, says an American consular report. At present they are in great need of raw materials and manufactured goods, and very large imports are needed to supply immediate wants. The prices which at present are paid in Poland for most manufactured necessities are very high, and those who immediately, or in the near future, can send such goods to these markets have the best prospects of getting good results and unloading their manufactures at prices corresponding to the high costs of production. This is especially applicable to articles of clothing. There is no doubt that this favourable period will be of short duration only, and the opportunity should, therefore, be grasped without delay. The hesitations which prevail as regards entering into regular trade connections with Czecho-Slovakia and Poland is chiefly due to doubts as to whether these countries are able to pay for the purchases made. It is pointed out that the exchange question is still unsettled, and that the possibilities of getting eventual compensation in goods in return is uncertain. It is clear that as far as larger quantities of compensation goods are concerned, such can hardly be offered immediately until these countries have had time to resume their production after all the devastation which Poland especially has suffered during the war, also a certain time must elapse after the opening of trade routes before there can be any large scale export from Poland. At first, therefore, it will be necessary to sell against payment in the available cash exchange, such as it is, awaiting the foreign quotation of which means granting of credit in the meantime. The question is then whether there is any great risk in accepting the Polish and Czechoish exchange at a reasonable, though low, rate of exchange in liquidation of sales made. With the great loans which Poland is now negotiating in Paris, London and New York the value of Polish exchange will become firm on these markets. Polish exchange can only rise, and this at a rather quick pace, so the risk of those who receive it at present is practically excluded.

DOMESTIC PRODUCTION CUTS DOWN IMPORTS OF FOOTWEAR IN BRAZIL.

(United States Commerce Reports.)

That the great Republic of Brazil is becoming, to a very large extent, independent of imported footwear is the conclusion reached by an American commercial investigator who has returned from a study of shoe and leather markets in the Latin-American countries. Trade Commissioner H. G. Brock expresses the opinion that the opportunity for American footwear in Brazil must be regarded as confined mainly to high-grade shoes and specialty lines. It will never be possible, he says, to sell cheap foreign shoes there again, because of the high tariff and the excellence of the footwear produced in domestic factories. But, notwithstanding the generally unfavourable outlook, he believes that firms making shoes of superior quality and distinction should not regard the country as an entirely unpromising field for the future.

Imports of boots and shoes into Brazil have decreased, according to Brazilian figures, from \$532,000 in 1912 to \$54,000 in 1917.

There has been a notable advance, Mr. Brock says, in shoe manufacturing in Brazil. There are now more than sixty shoe factories in the country equipped with power machinery. Rio de Janeiro is the centre of the industry, but Sao Paulo has made remarkable strides during the last decade. In 1916 the total number of employees was 21,050, and they turned out 13,658,089 pairs. The industry, as already indicated, is protected by a high tariff, which makes the importation of cheap, and in many cases medium-grade, shoes impossible. The interruption of deliveries of imported shoes and the difficulties of placing orders abroad during the war have contributed, with other factors, to the rapid development of the Brazilian shoe-manufacturing industry.

Mr. Brock says, in his report, that Brazil offers an excellent market for imported upper leathers. In 1917 the country imported nearly \$4,000,000 worth of tanned and finished leathers, not including sole leather.

The trade commissioner found that many of the supplies entering into the Brazilian shoe-manufacturing industry are made locally, and the war has greatly stimulated domestic production in these lines. Numerous classes of supplies, however, are principally imported, coming from the United States and other countries. Among such articles are box-toe gums, brushes, buckles, nails, thread, brass and steel wire, welting, leather board, shanks, waxes, stains, inks, and blackings, hooks and eyelets, laces, sandpaper and emery cloth.

VALUE OF A SIMPLE PICTURE AS A TRADE-MARK IN MEXICO.

(Consul J. S. Stewart, Chihuahua, Mexico, in United States Commerce Reports.)

While many articles exported to Mexico bear some sort of an illustrated trade-mark, many do not, and of those which do, a good percentage are not simple or outstanding enough. Retail merchants of Chihuahua state that their customers invariably ask for the "rose" brand or the "deer" mark, for instance, whether they are calling for canned goods, a penknife, a plough, or a piece of muslin. Using the words "Our Beauty" or a trade-mark not easily remembered or called is a poor substitute for the picture of an "Indian" or "steamboat." The poor, illiterate class of Mexicans call for an article by "picture," and for this reason also firms advertising their wares and using posters and signs would do well to illustrate their advertisements with a picture or an easily remembered mark, thus enabling the buyer to readily identify

their products. In the United States the consumer asks for "Smith's bacon" or "Jones's saw," but in Mexico he wants "Donkey" brand soap or "Star" brand hatchets.

When the Mexican forms the habit of buying a certain article it is difficult to persuade him to change to another or accept a substitute. A hardware dealer in Chihuahua some years ago undertook to introduce American-made files far superior to the European files then so extensively on the market. All his customers insisted on the "arrow" file, until finally after distributing several dozen American files gratis, he convinced the blacksmith and carpenter that the American file was a better article.

The colour of an established article should not be changed unless absolutely unavoidable. If a certain plough is painted green, the wheels of a wagon yellow, the retail merchant is sure to experience difficulty in selling an old customer the same plough and wagon if the colour of the plough and that of the wheels are changed. An American manufacturer did actually, at one time, make the mistake of changing the colour of the wheels of a high-grade farm wagon, and the farmer was not easily convinced that the red wheels were "as good as" the yellow ones of his former wagons. Needless to say the complaints were many, and the old colour continued after a short, costly interruption.

MARKETING OF BRITISH GOODS IN SPAIN.

(Board of Trade Journal.)

H.M. Consul at Malaga states that in view of the keen competition which they now have to face in Spain, British merchants should do all they can to attract the attention of Spanish houses. For this purpose they should relieve the prospective buyer of as much trouble as possible in obtaining the goods, and one method of doing this is to quote c.i.f. prices. As long as freight rates are as uncertain as they are at present it is naturally somewhat risky to quote such prices, but it would probably be worth while to introduce this system when rates are once again stable.

As is well known, before the war our German rivals quoted c.i.f. prices largely; British merchants do not seem to have been willing to consult their customers' convenience in this way, though one large British firm of hosiers and drapers made things easier for Spanish buyers by themselves importing at Barcelona large stocks of goods, and supplying buyers from those stocks, sea freight, insurance and duty already paid. It was as simple, therefore, for their customers to buy these British-made goods as to buy the Spanish-made article. This would appear to be a system that might with advantage be copied by other firms dealing in goods of a nature suitable to be stored in comparatively large quantities.

In Malaga, and presumably elsewhere, importing houses were able, before the war, to obtain from some Hamburg houses not only c.i.f. prices but prices "delivered in warehouse," custom duties and all other charges paid. This was, of course, a great convenience for the customer, who was thus relieved of all the trouble connected with the customs clearance and delivery of the goods. It is, perhaps, going too far to suggest that British merchants should imitate this system, but it can hardly be doubted that a prospective customer would be considerably attracted if he found that he had not to trouble himself about the goods in any way until they arrived at his store.

A British firm desirous of quoting inclusive terms of this nature should engage the services of a reputable customs agent to work out exactly what addition must be made to their prices for this purpose; and the goods could be consigned to that agent for delivery to the proper parties.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending September 19, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	427,431	39,043	54,464	174	48,683	569,795
Empire Elevator Co.	214,628	20,652	2,306	4,110	4,368	246,154
Consolidated Elevator Co.	304,169	2,048	13,288	3,501	11,328	334,334
Ogilvie Flour Mills Co.	415,924	15,812	33,648	.....	18,735	485,119
Western Terminal Elevator Co.	343,053	12,826	1,199	5,091	2,598	364,767
G. T. Pacific	223,216	85,878	20,843	9,977	6,634	346,548
Grain Growers' Grain Co.	560,455	97,956	54,212	.....	44,651	757,274
Fort William Elevator Co.	108,966	39,187	18,039	322	7,723	174,237
Eastern Terminal Elevator Co.	6,213	14,456	1	.....	.....	20,670
Northwestern Elevator Co.	351,371	22,985	13,744	23	5,819	393,942
Port Arthur—						
Port Arthur Elevator Co.	482,515	164,508	55,945	27	42,728	745,723
Sask. Co-op. Elev. Co.	546,736	114,199	14,870	6,826	3,066	685,697
Can. Govt. Elev.	97,089	67,671	4,490	2,878	6,835	179,013
" " acct. Imp. Govt.	.....	.....	.....	63	.....	63
Thunder Bay	309,195	98,481	15,065	1,088	11,320	435,149
Davidson & Smith	64,162	82,838	29,240	.....	3,614	179,854
Eastern-Richardson	170,576	17,701	3,319	*156	8,004	199,444
Vancouver Can. Govt. Elevator	1,039	15,807	.....	.....	.....	16,846
Total terminal elevators	4,626,699	896,241	334,763	33,924	226,156	6,117,783
Saskatoon Can. Government Elevator..	2,984	32,820	1,538	.....	.....	37,342
Moosejaw Can. Government Elevator..	11,139	38,849	5,270	568	{15,671 {1,000	61,497
Calgary Can. Government Elevator....	898	32,559	7,786	113	2	42,358
North Transcona, C.P.R.	.....	.....	Not reported.	.....	.....	.....
Total interior terminal elevators	15,021	104,228	14,594	641	6,673	141,197
Depot Harbour	.....	.....	None	in store.	.....	.....
Midland—						
Aberdeen Elevator Co.	79,728	25,000	.....	.....	.....	104,728
Midland Elevator Co.	54,460	.....	.....	.....	.....	54,460
Tiffin, G. T. P.	2,299	.....	.....	.....	.....	2,299
Port McNicoll	467,030	26,647	.....	.....	.....	493,677
Collingwood	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator & Transit Co.	377,793	234,223	26,267	.....	9,030	647,313
Western Canada Flour Mills Co., Ltd.	.....	.....	Not reported.	.....	.....	.....
Toronto—						
Campbell Flour Mills Co.	.....	.....	Not reported.	.....	.....	.....
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	.....
Commercial Elevator Co.	.....	.....	.....	.....	.....	.....
Port Colborne Dom. Govt. Elevator	.....	.....	None	in store.	.....	.....
" Maple Leaf Milling Co., Ltd.	144,175	.....	.....	.....	.....	144,175
Prescott	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners No. 1	84,470	437,180	646,885	.....	4,356	1,172,891
" No. 2	40,246	330,629	180,823	.....	37,467	589,165
Montreal Warehousing Co.	59,967	44,832	41,409	.....	.....	146,208
Ogilvie Flour Mills Co.	80,684	.....	.....	.....	.....	80,684
Quebec Harbour Commissioners	111	25,214	.....	.....	.....	25,325
West St. John, N.B., C.P.R.	19,321	.....	.....	.....	.....	19,321
St. John, N.B., Can. Nat. Rys.	.....	.....	.....	.....	.....	.....
Halifax, N.S.	123,179	.....	.....	.....	.....	123,179
Total public elevators	1,533,463	1,123,725	895,384	.....	50,853	3,603,425
Total quantity in store	6,175,183	2,124,194	1,244,741	34,605	283,682	9,862,405

*Flax overshipped. + Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended September 19, 1919.

Grades.	On Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		15,235			15,235
No. 1 Northern.....		1,693,933	14,700	446,356	2,154,989
No. 2 ".....		1,160,317	363	467,544	1,628,164
No. 3 ".....		750,000		390,417	1,050,523
No. 4 Wheat.....		233,193	18	25,641	258,852
No. 5 ".....		108,201		495	108,696
No. 6 ".....		20,584		5,741	26,325
Other.....		645,130		287,260	932,390
Totals.....		4,626,699	15,021	1,533,463	6,175,183
Oats—					
No. 1 C. W.....		4,017			4,017
No. 2 ".....		178,712	7,095	461,070	646,886
No. 3 ".....		181,089	5,575	189,189	375,853
Ex. No. 1 Feed.....		146,952	2,567	161,394	310,913
No. 1 Feed.....		116,315	30,871	108,018	255,204
No. 2 ".....		214,797	37,606	73,427	325,830
Other.....		54,359	20,514	130,518	205,391
Totals.....		896,241	164,228	1,123,725	2,124,194
Barley—					
No. 3 extra C. W.....		709			709
No. 3 C. W.....		104,197	1,673	154,642	260,512
No. 4 ".....		135,568	5,987	573,284	714,839
Feed.....		62,299		77,012	139,311
Rejected.....		31,582	3,699	90,446	125,727
Other.....		408	3,235		3,643
Totals.....		334,763	14,594	895,384	1,244,741
Flax—					
No. 1 Northwestern Canada.....	63	18,504	674		19,241
No. 2 C. W.....		5,372			5,372
No. 3 ".....		5,359	4		5,363
Rejected.....			3		3
Other.....		4,626			4,626
Totals.....	63	33,861	681		34,605
Rye—					
No. 1 C. W.....		2,452			2,452
No. 2 ".....		146,002	2	9,030	155,034
No. 3 ".....					
No Grade.....		10,949			10,949
Rejected.....		24,095			24,095
Other.....		42,658		41,823	84,481
Totals.....		226,156	2	50,853	277,011
Corn.....			6,671		6,671
Total quantity in store ..	63	6,117,720	141,197	3,603,425	9,892,400

Quantity of Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East, on September 19, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>September 19, 1919—</i>			
Terminal Elevators.....	4,626,699	1,491,084	6,117,783
Interior Terminals.....	15,021	126,176	141,197
Public Elevators in the East.....	1,533,463	2,069,962	3,603,425
Total.....	6,175,183	3,687,222	9,862,405
<i>September 20, 1918—</i>			
Terminal Elevators.....	302,524	2,476,854	2,779,378
Interior Terminals.....	58,583	145,145	203,728
Public Elevators in the East.....	451,721	1,893,393	2,345,114
Total.....	812,828	4,515,392	5,328,220
<i>September 21, 1917—</i>			
Terminal Elevators.....	3,077,197	3,437,337	6,514,534
Interior Terminals.....	184,533	116,050	300,583
Public Elevators in the East.....	2,162,219	1,062,262	3,224,481
Total.....	5,423,949	4,615,649	10,039,598
<i>September 22, 1916—</i>			
Terminal Elevators.....	3,731,270	3,936,114	7,667,384
Interior Terminals.....	281,845	71,174	353,019
Public Elevators in the East.....	5,715,596	8,951,794	14,667,390
Total.....	9,728,711	12,959,082	22,687,793
<i>September 23, 1915—</i>			
Terminal Elevators.....	4,181,642	1,375,153	5,556,795
Interior Terminals.....	41,758	1,216	42,974
Public Elevators in the East.....	670,779	337,635	1,008,414
Total.....	4,894,179	1,714,004	6,608,183
<i>September 24, 1914—</i>			
Terminal Elevators.....	14,347,902	4,066,368	18,414,270
Public Elevators in the East.....	2,798,769	559,379	3,358,148
Total.....	17,146,671	4,625,747	21,772,418

Quantity of United States Grain in Store at Public Elevators in the East for the Week ended September 19, 1919.

	Wheat.	Oats.	Barley.	Corn.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....		18,980			242,849	261,829
Maple Leaf Milling Co. Port Colborne.....				14,914		14,914
Montreal Warehousing Co.....	268,277					268,277
Montreal—						
Harbour Commissioners No. 1.....	11,627		33,426	14,830		59,883
" " No. 2.....		65,755		2,262	29,889	97,906
Total.....	279,904	88,735	33,426	32,006	272,738	702,809

NEW INCORPORATIONS.

Dominion.

Alfred McDonald Lumber Company, Limited. Incorporators: Margaret McDonald, widow; John Raymond McDonald, accountant; Alfred Douglas McDonald, bank clerk; Clarence McDonald, student-at-law; and Dennis Gleeson, foreman—all of Peterborough. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Peterborough, Ont.

L. & H. Moquin, Limited. Incorporators: Henri Moquin, Louis Moquin, Georges Moquin and Julien Moquin, merchants—all of Montreal; and Willie Marien, Shawinigan Falls, Que., accountant. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal.

Canadian Fabrikoid, Limited. Incorporators: Gordon Walters Macdougall and Lawrence Macfarlane, K.C.'s; Gregor Barclay and Adrien Knatchbull-Hugessen, advocates; James Geary Cartwright, accountant; and Evelyn Tudor, stenographer—all of Montreal. Capital \$3,000,000, divided into 30,000 shares of \$100 each. Chief place of business, Montreal.

Ontario.

The R. A. P. Gold Mining Company of Boston Creek, Limited. Incorporators: Mayne Josephine Kelley, stenographer, and May Lucretia Quillnan, company secretary, both of Niagara Falls; Cecil Alvin Louch, student-at-law; Norman Scarth Macdonnell and Gregory Sanderson Hodgson, barristers-at-law—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

The King Edward Construction Company, Limited. Incorporators: Russell Pierce Locke, barrister-at-law; Frederick Harold McCallum, student-at-law; Lillian Murray Heal, accountant; Rita Hatton, stenographer; and Mabel Bruce, office clerk—all of Toronto. Capital \$2,350,000, divided into 23,500 shares of \$100 each. Head office, Toronto.

Belt Grip Pulley Company of Canada, Limited. Incorporators: Daniel Joseph Coffey, barrister-at-law; Hugh John Harkins, student-at-law; John Joseph Coffey, inspector; Olive Beatrice McLean, stenographer; and Thomas Kennedy McNair, bond salesman—all of Toronto. Capital \$200,000, divided into 20,000 shares of \$10 each. Head office, Toronto.

The Sims-Till Manufacturing Company, Limited. Incorporators: Gideon Grant and Edwin Smily, barristers-at-law; Aileen Silk, student-at-law; and Lina Rogers and Gertrude Vanstone, stenographers—all of Toronto. Capital \$60,000, divided into 600 shares of \$100 each. Head office, Toronto.

Manitoba.

Red River Pulp Mills, Limited. Incorporators: Frederick Thomas Gilroy, financial broker; Harold Burton Kennedy, real estate agent; Albert Edward Hilder, shale expert; Petrus Cornelis Samuel, manager, and Thomas Wesley Robinson, barrister-at-law, Winnipeg. Capital \$150,000, divided into 6,000 shares of \$25 each. Chief place of business, Winnipeg.

Gabrielle Mines, Limited. Incorporators: Alexander Claude Gray, manager; Ephraim Albert Pelletier, farmer; Charles Arthur Millican, engineer; Louis H. Fournier, inspector; and Frederick Rathnell McLellan, agent—all of Winnipeg. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Chief place of business, Winnipeg.

Bruce Consolidated Gold Mines, Limited. Incorporators: Simon Ripstein, gentleman; Norman Cecil Tobias, broker; Alan Charles Campbell, solicitor; David Crawford, accountant, and Mary Louisa White, stenographer, all of Winnipeg. Capital \$2,500,000, divided into 2,500,000 shares of \$1 each. Chief place of business, Winnipeg.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," OF THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, OR THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER. VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

2776. **Wood flour.**—A London firm wish to purchase supplies of wood flour (meal) and invite quotations from Canadian manufacturers.

2777. **Dried salmon.**—A London firm desire the addresses of Canadian shippers of dried salmon, in tierces, required for Malta.

2778. **Woodenware.**—A London timber merchant asks to be placed in correspondence with experienced Canadian manufacturers of broom stocks, broom handles, dowels, and small wood turnings.

2779. **Tinned mattress wire.**—A firm in the north of Ireland who are buyers of tinned mattress wire, ask to be placed in touch with Canadian manufacturers of same.

2780. **Leather.**—A South African boot factory wish to get in touch with Canadian tanners of good boot-upper leathers. They require black and russet splits of good quality for mining boots. Immediate correspondence with, if possible, a whole range of samples, is requested.

2781. **Sport accessories.**—A Johannesburg firm of sporting outfitters wish to obtain from Canada rough turned hickory shafts for golf clubs, 36-inch to 44-inch.

2782. **Commission house agency.**—A Durban firm are desirous of getting in touch with a first-class Canadian export shipping commission firm. They wish to obtain Canadian agencies for the introduction and sales of lines suitable to South Africa. Immediate correspondence requested.

2783. **Agencies.**—A Johannesburg firm doing large business in the Transvaal, and who have recently opened up on a big scale in the territory lately known as German East Africa, are open to entertain representation for Canadian manufacturers of machine tools, steel plates, general hardware, railway material, electrical material, cables and fittings. Correspondence, with catalogues if possible, requested.

2784. **Lumber.**—A Durban firm advise that they are particularly interested in pushing the sale of lines used in the building or construction trade, such as spruce, pine and hardwood lumber, doors, joinery, windows, etc., and request correspondence from Canadian manufacturers who are in a position to ship to South Africa.

2785. **Paper.**—A Durban firm request correspondence from Canadian manufacturers of newspaper and printing paper.

2786. **Customs broker.**—A Canadian thoroughly conversant with the French language, who is presently residing in New York but intends to leave for Paris in a

few months, desires to be brought in touch with Canadian firms who would like to secure the services of a customs broker or representative to act for them in France.

2787. Veneer wood.—An important Belgian firm desire to be brought in touch with Canadian firms dealing in veneer wood.

2788. Magnesium powder and aluminium bronze powder.—A firm in Oporto, Portugal, make inquiries for magnesium powder, compact and in bulk, and aluminium bronze powder.

2789. Furniture.—A firm of importers in Copenhagen, Denmark, who are furnishers to hotels, theatres, offices and hairdressing saloons, desire to import furniture from Canada—chairs, arm-chairs, sofas, etc.

2790. Representation.—An established firm in the island of Cuba, with headquarters at Havana, desire representation for Canadian firms in the following articles: flour, grains, produce, canned goods, crystallized fruits, glassware, and paper. Their salesmen cover the entire island, and in the principal seaport towns they have representatives.

2791. A respectable Dutch company of long standing, with head office in Amsterdam, branches in Bombay, Calcutta and Karachi, and a buying agency in New York city, are anxious to develop business between India and the Dominion and want to be brought in touch with Canadian manufacturers and exporters.

2792. Canned fruits and vegetables, etc.—A firm in Kuala Lumpur, Federated Malay States, India, desire to represent directly Canadian firms who want to develop trade in India in canned goods.

2793. Agencies.—A firm of importers in London, England, desire to secure Canadian agencies from good Canadian houses in the following lines: foodstuffs (cereals, milk products, canned goods, etc.), hardware (nails, bolts and nuts, bar iron, steel rails, wire, wire goods, locks, etc.), steam and gas tubes, steel conduit tubing, baths, brushes of all kinds, enamelled ware, stoves and ranges, ball-bearing pram hubs, brass bib and other taps, motor-cars, motor-bicycles, motor accessories, woodenware, pine doors, closet seats, handles, paper of all kinds, strawboards, etc.

2794. Alimentary products.—A Glasgow firm are in the market for maple syrup, tomato catsup in casks, vegetables in brine, canned fish and fruit, and cereals in packets.

2795. Apple waste.—A Dutch firm are in the market for apple waste and ask for names of Canadian shippers.

2796. A Dublin firm ask for name of Canadian exporters of timber, paper wood-pulp, brooms, fruit, oilseed cake, maize, wheat, flour, sperm oil, etc.

2797. Gallon apples.—A Manchester firm inquire for quotations on gallon apples, quantities and earliest date of delivery.

2798. Condensed milk.—A Manchester firm are open to buy large quantities of condensed milk of best quality. State particulars and quote prices.

2799. Canned fruits.—A Manchester importer wishes to receive offers of canned fruit. Give full particulars, prices and delivery dates.

2800. Salmon.—A Manchester firm wish to hear from first-class packers of British Columbia sockeye salmon. Can take large quantities periodically.

2801. Lobsters.—A Manchester firm are in a position to import canned lobsters. Quotations invited.

2802. Butter.—A firm of commercial brokers with office in Paris, France, want quotations on Canadian butter for export to France.

2803. Representation in Australia.—A manufacturers' agent in Sydney, New South Wales, is in a position to represent reputable Canadian manufacturers in Australia and New Zealand in cotton tweeds, shirtings, flannelettes, etc. He will make personal visits to Melbourne, Adelaide, Perth, Brisbane, Auckland, Wellington.

Christchurch, and Dunedin each buying season (twice a year), and will have resident agents in each centre. He will only do business with wholesale firms, manufacturers and large retail shops, consequently the business is big. He would require to act as the selling agent and require the selling firm to quote always c.i.f. and e. Sydney, with 5 per cent commission included for himself. Would cable all orders for confirmation and post contracts containing specification of colours, designs, etc., accompanied with a letter of credit for the full amount of invoice from buyers that can be drawn by sellers at sight or two to four months when shipped. Firms must give a written guarantee that all shipments are equal to their samples. Three years' agreement with, if mutually agreeable, extension for a further three to five years' period.

2804. **Automobiles, general engineering and agricultural machinery.**—An English consulting engineer who has been many years in France would like to communicate with Canadian manufacturers in a position to export automobiles, general engineering and agricultural machinery.

2805. **Oak staves.**—A purchasing commission in New York requires large quantities of rough white oak staves for export to Portugal. The staves required are rived out of green lumber in sizes of 60-inch, 54-inch, 44-inch, and 34-inch.

2806. **Sugar, grain, etc.**—An importing company in Christiania, Norway, wishes to make connections with Canadian companies who would export sugar, grain and other merchandise to Norway.

2807. **Staves, hoops, etc.**—A Canadian commission agency with a branch in Paris asks for quotations on staves, hoops, etc., for making casks required in France.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowl-

edge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 R.S. Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 R.S. Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 R.S.—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 R.S.—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 R.S.—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25. R.S.—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 R.S. A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and

the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30. **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31. **R.S.** Machinery, clothing foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32. **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Melita, C.P.O.S. Line, about October 1; *Canadian Seigneur*, Can. Govt. Merchant Marine, Ltd., about October 11; *Minnedosa*, C.P.O.S. Line, about October 16; *Rimouski*, Dominion Line, about October 16; *Canada*, Dominion Line, about October 22; *Megantic*, Dominion Line, about October 31.

MONTREAL TO LONDON.

Dunbridge, C.P.O.S.-Furness Line (C.P.O.S.), about October 4; *Vardulia*, Cunard Line, about October 9; *Tunisian*, C.P.O.S. Line, about October 10; *Willaston*, Cunard Line, about October 14; *Vellaria*, Cunard Line, about October 21.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S. Furness Line (C.P.O.S.), about October 24.

MONTREAL TO GLASGOW.

Montcalm, C.P.O.S. Line, about October 8.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Cornishman, Dominion Line, about October 2; *Dominion*, Dominion Line, about October 14; *Monmouth*, C.P.O.S. Line, about October 14; *Pretorian*, C.P.O.S. Line, about October 15; *Virgilia*, Cunard Line, about October 16; *Copenhagen*, Cunard Line, about October 19.

MONTREAL TO MANCHESTER.

Manchester Corporation, Manchester Liners, about October 2; *Manchester Hero*, Manchester Liners, about October 18; *Manchester Importer*, Manchester Liners, about October 25.

MONTREAL TO HULL.

Maplemore, Furness Line, about October 2.

MONTREAL TO LEITH.

Cairnralona, Thomson Line, about October 7; *Cairndhu*, Thomson Line, about October 10.

MONTREAL TO DUBLIN.

Carrigan Head, Head Line, about October 5; *Ramore Head*, Head Line, about October 27.

MONTREAL TO BELFAST.

Ballygally Head, Head Line, about October 8; *Fanad Head*, Head Line, about October 18.

MONTREAL TO ST. NAZAIRE (FRANCE).

Alston, Can.-French Line, about October 15.

MONTREAL TO HAVRE (FRANCE).

Californie, Compagnie Can.-Trans-Atlantique (Canada Steamship Lines, general agents), about October 1; *Lord Dufferin*, Can.-Trans-Atlantique Line, about October 10; *Kamarina*, Can.-Trans-Atlantique Line, about October 15; *Wisley*, Compagnie Can.-Trans-Atlantique (Canadian Steamship Lines, general agents), about November 5.

MONTREAL TO BERGEN, STAVANGER AND CHRISTIANIA (NORWAY).

Ranenfjord, Norwegian-American Line (C.P.O.S. agents), about November 1.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Settler*, Can. Govt. Merchant Marine, Ltd., about October 15; *Glan McWilliam*, Houston Lines, about October 25.

MONTREAL TO SOUTH AFRICA.

Cape Town, *Port Elizabeth*, *East London*, *Durban* and *Delagoa Bay*.
New Texas, Elder-Dempster Line, about October 5.

MONTREAL TO BARBADOS, TRINIDAD AND KINGSTON.

Canadian Recruit, Can. Govt. Merchant Marine, Ltd., about September 30.

* Buenos Aires only.

MONTREAL TO HAVANA (CUBA).

Canadian Sailor, Can. Govt. Merchant Marine, Ltd., about October 7.

MONTREAL TO ST. JOHN'S, NEWFOUNDLAND.

Canadian Adventurer, Can. Govt. Merchant Marine, Ltd., about October 16;

Canadian Adventurer, Can. Govt. Merchant Marine, Ltd., about October 29.

MONTREAL TO BARBADOS, TRINIDAD, AND DEMERARA.

Canadian Signaller, Can. Govt. Merchant Marine, Ltd., about October 25.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Warrior, Can. Govt. Merchant Marine, Ltd., about October 29.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chignecto, Royal Mail Steam Packet Co., about October 3; *Chaudiere*, Royal Mail Steam Packet Co., about October 17; *Caraquet*, Royal Mail Steam Packet Co., about October 31.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG

Africa Maru, Osaka Chosen Kaisha, about October 4.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Kashima Maru, Nippon Yusen Kaisha, about October 12.

From Vancouver.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about October 3; *Makura*, Canadian Australasian Royal Mail Line, about October 8; *Niagara*, Canadian Australasian Royal Mail Line, about November 26; *Makura*, Canadian Royal Mail Line, about December 8.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Asia, C.P.O.S. Line, about October 30.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Methven, C.P.O.S. Line, about October 15.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Melville Dollar, Canadian Robert Dollar Co., about October 3; *Harold Dollar*, Canadian Robert Dollar Co., about October 25.

VANCOUVER TO UNITED KINGDOM PORTS

Architect, Harrison Direct Line, about October 15.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Cyclops, Blue Funnel Line, about October 20 (Victoria about November 1).

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Svetlanskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiansia, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Inspection and Water Meters Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



SS. *Canadian Voyageur* at Montreal. (See page 683.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, October 6, 1919.

No. 818

ENGLISH FRUIT CROPS.

CANADIAN FRUIT TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, September 15, 1919.—The Board of Agriculture and Fisheries make the following report on English fruit crops:—

Orchard fruit has ripened well, and apples are over average crop, pears about average, but plums not so plentiful as usual.

The following report is made on the principal fruit counties:—

WORCESTER, HEREFORD AND GLOUCESTER.

On the whole, the weather during the month was beneficial to the fruit, the sun ripened the crops nicely, and the rain was good for the swelling of the fruit, and for cleansing the orchards, which now are in a good healthy condition. Apples promise a good yield, and pears about average, but plums, owing to the failure of many crops, will be somewhat less than usual.

CORNWALL, DEVON AND SOMERSET.

Apples in Devon and Somerset promise well, and the yield should be above average; those in Cornwall are not so good, but the yield should be nearly an average one. Pears and plums are less promising, but should not be much below normal.

DORSET, WILTSHIRE AND HAMPSHIRE.

The yield of apples is above the average, but plums and pears are small crops.

SURREY, KENT AND SUSSEX.

Orchards are usually in healthy condition and free from blight. Apples and pears may give slightly over-average yields, but plums will be a little under average.

ESSEX, HERTFORD AND MIDDLESEX.

The orchards are generally in good condition; apples and pears promise crops slightly above the average, while plums are about normal.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

B. S. Webb, Buenos Aires.	Now travelling in Ontario.
D. H. Ross, Melbourne.	Now travelling in Ontario.
W. A. Beddoe, Auckland.	Now travelling in Ontario.
W. J. Egan.	Now travelling in Ontario.
Harrison Watson, London.	Arrived from England on September 20, and has proceeded to the Pacific Coast. He will make a trip through Eastern Canada when he returns from the West.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

TIMBER ARRIVALS AT LIVERPOOL.

TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, September 10, 1919.—The timber report of a leading Liverpool timber broker furnishes the following information:—

Imports during August were larger than for some time past, and deliveries, though hampered by congestion at the docks and railway depots, have been fairly satisfactory. Stocks, almost without exception, are within moderate compass. There has been no material change in the business of the past month, although with the labour outlook becoming more settled the future is regarded with more confidence. Until the freight position improves and the foreign exchanges become more stabilized, business will continue difficult.

The following table shows imports on timber into Liverpool during August, and total stocks on August 31:—

Commodity.	Import.	Stock.	Price, September 1.
Quebec waney boards.....	50,000 c. ft.....	50,000 c. ft.....	6s. 6d. to 10s. per c. ft.
British Columbia and Oregon pine logs and planks.....	Nil.....	126,000 ".....	Logs—5s. 6d. to 7s. 6d. per c. ft. Planks—£38 to £46 per std.
Oak planks, Canadian and American.....	150,000 c. ft.....	109,000 ".....	6s. per c. ft.
Birch logs.....	25,000 ".....	18,000 ".....	5s. to 7s. per c. ft.
Birch planks.....	40,000 ".....	47,000 ".....	6s. to 8s. per c. ft.
Quebec pine deals.....	1,950 stds.....	3,060 stds.....	£43 to £65 per std.
Quebec Red pine deals.....	770 ".....	1,085 ".....	"
Quebec Spruce deals.....	1,150 ".....	960 ".....	"
New Brunswick and Nova Scotia Spruce and pine deals.	4,320 ".....	6,960 ".....	Spruce—£27 to £33 per std.
Sleepers and crossings, Cana- dian and United States.....	610 ".....	1,506 ".....	- -

AUGUST UNITED KINGDOM TRADE SHOWS IMPROVEMENT.

ACTING TRADE COMMISSIONER C. G. VENUS.

London, September 9, 1919.—Comment on the trade returns of the United Kingdom for the month of August may be confined to one or two observations.

The following table of imports, exports and re-exports during August, 1919, compared with the same month a year ago and also with July, 1919, shows the position at a glance:—

	August, 1919.	August, 1918.	July, 1919.
Imports.....	£148,832,393	£110,179,501	£153,140,032
Exports (British).....	74,773,278	43,522,237	65,315,422
Re-exports.....	15,311,244	2,277,335	11,757,383
Total.....	£238,916,915	£155,979,073	£230,212,847

The imports during August are therefore in excess of those a year ago by £35,652,892, but less by £4,307,639 than those of July.

Exports provide an encouraging sign of recovery. Compared with the corresponding month of last year they are greater by £31,251,041 (or 71·8 per cent), and show an advance of £19,457,856 over the preceding month of July.

The biggest item in the increase of imports compared with last year is contributed by raw materials, which account for more than half of the total advance; and inas-

much as this class of imports forms the basis of exports of finished manufactured goods in ensuing months, the increase is regarded as a favourable feature. Imports of manufactured articles fell away by nearly £3,000,000, probably due to the formidable tax of the American exchange.

On the export side, manufactured articles (chiefly cottons and woollens) were almost wholly responsible for the higher figures.

The "adverse balance" of trade was £58,747,871 for the past month, as compared with £76,067,227 in the preceding month of July. Against this, of course, has to be put the earnings of the country in the carrying trade, insurance and other services, but the hugeness of this figure is an index to the seriousness of the situation in spite of the distinct evidences of improvement which have been noted.

Germany's Export Trade.

Rumours have been rife recently in this country to the effect that not only were consignments of German goods on the way to this country, but that there were in Germany large accumulated stocks of manufactured goods which, aided by the low value of the mark, could be exported to the United Kingdom and sold at prices with which home manufacturers could not hope to compete.

Among industries which would suffer most from this form of dumping is the toy industry, and only last week the British Toy Manufacturers' Association sent a deputation to the President of the Board of Trade to ask for protection against the low rate of exchange prevailing in Germany.

The reply of the President of the Board of Trade, as representing the official view of Germany's present position as regards export trade, is of interest to Canadian manufacturers of toys who are already doing business in this country, as well as to other Canadian exporters of goods which were formerly supplied to this market from Germany.

The president pointed out that Germany has only small stocks of goods accumulated for export; there is no great manufacturing activity; the costs of production are enormous; and that Germany cannot compete for a long time.

The Board of Trade were, he said, watching carefully the movement of goods into this country. They saw no sign of a devastating torrent of imports.

"Whatever fears you have," said the president, "and whatever temporary spurt of goods may come from Germany in the immediate future, all the information we get from Germany is absolutely contrary to that which you have been giving—and our information is from better sources.

"Beyond a comparatively small quantity there does not appear to be any accumulation of goods in Germany ready for export. Their costs are enormous. In addition there is an enormous fall in the productivity of Germany, and I am by no means sure that it is possible for her for months, possibly years, to come seriously to compete even with you.

"We have reserved the power—as stated twice in the House of Commons and expressed officially on two occasions in the press—to stop all or any of the imports coming into this country from a country where those imports are made possible and overwhelming by the state of the exchange.

"There is no great manufacturing activity in Germany. Industry is not moving, but is very stagnant. They are short of raw material, and their state is pitiful with regard to coal. Great as our difficulties are here, theirs are infinitely greater."

Good Yield of Hops.

Messrs. W. H. & H. Le May's Annual Report of the Hop Crop states that after the recent beneficial rains a good crop of fine quality may be confidently expected. Their estimate is about 30 per cent above the crop of last year.

The acreage of hops, it is pointed out, is at present under 16,000, but even under the most favourable circumstances this acreage cannot produce half the hops required by our brewers, who now have a free hand and can turn out as much beer as their plant is capable of. At least 40,000 acres are needed if England is to produce the average quantity required by the brewers in the United Kingdom.

It may be added that hops will be under Government control this season.

PROSPECTS FOR CANADIAN IMPORTATIONS OF LASTS AND LAST BLOCKS IN THE UNITED KINGDOM.

ACTING TRADE COMMISSIONER C. G. VENUS.

LIMITED CONSUMPTION IN THE LONDON AREA.

London, September 13, 1919.—The boot and shoe manufacturing industry of the United Kingdom is concentrated in the Midlands area, although in a few other towns, such as Leeds and Glasgow, there are factories of some importance.

In the London district there is practically no large scale production of boots and shoes, but there are a number of craftsmen in a small way of business, who are chiefly engaged in the bespoke trade and in making special kinds of footwear.

Consequently the consumption in this area of lasts and last blocks is comparatively insignificant, and moreover the demand of bespoke bootmakers and similar users is for a cheaper and poorer quality last, although of course lasts for special shapes would be correspondingly more expensive.

CANADIAN SUPPLIES WOULD BE WELCOMED.

As a result of inquiries made, two London firms have intimated to this office their ability to handle large quantities and their willingness to consider samples and prices from Canadian manufacturers.

One of these concerns is interested in both finished lasts and last blocks which they re-sell, mainly to boot and shoe manufacturers in other parts of the country and to smaller buyers; while the other, one of the largest United Kingdom makers of finished lasts, would import only the roughly-turned blocks for use at their factory in the eastern counties.

LARGE IMPORTS OF FINISHED LASTS FOR CHEAP CLASS OF TRADE.

Before the war it is estimated that more than half the total consumption of lasts in this country was imported, principally from Germany, Sweden, and the United States—in beech from the continent and maple from America—but that these found their outlet almost entirely among the cheaper class of trade, i.e., small manufacturing and bespoke bootmakers, repairers, grindery stores, etc.

The large manufacturers of boots and shoes, who purchase a better kind of last, obtain practically all their requirements from home makers.

The main reason why exporters in outside countries have not been successful in competing for this more remunerative business is that boot manufacturers as a rule require their lasts very quickly, and cannot wait for supplies to be made elsewhere and imported. Moreover, in order to attain high quality production, close and constant liaison is desirable between the last maker and shoe manufacturer, not only on account of the importance of extreme accuracy in the matter of sizes and adherence to specification, but also because models frequently change.

It is stated that the finish of the German product was satisfactory, but that the difficulties mentioned were never overcome; one large German manufacturer who,

previous to the war, was endeavouring to obtain a share of this trade finding it necessary to establish a factory at Northampton so that he might compete upon an equal footing with local last makers.

Firms engaged in the trade here report that Germany is ready to recommence her export trade in this line, and that, aided by the present abnormal rate of exchange prevailing, lots have been offered at a price of 1s. 7d. to 1s. 9d. a pair delivered; this for the finished last complete with heel plate.

When it is mentioned that last blocks in the rough are at the present moment costing firms here in the neighbourhood of this figure, the nature of this threatened competition is realized, and it remains to be seen what effect it will have upon the previous position of affairs.

BIG DEMAND FOR LAST BLOCKS.

The last finishing concerns in this country (of whom there are about a dozen) in normal times import nearly all the last blocks which they need, maple being the favourite wood employed.

The manufacturing firm referred to above state that they alone use 150,000 blocks yearly; while they compute the total annual requirements of the trade in the United Kingdom at not less than 2,000,000.

During the war imports were practically nil, and makers were obliged to cut the blocks themselves from home-grown timbers, whilst since the war, firstly import restrictions, and now that these have been removed, the shortage of tonnage, have prevented any shipment being made from the United States, which formerly provided 75 per cent or more of the country's demand.

UNCERTAINTY PREVAILS AS TO THE FUTURE LEVEL OF PRICES.

Last blocks which could be offered promptly in this market would probably command a high figure. During the war the price reached 2s. 6d. per pair delivered at factory, whilst we are informed that a shipment of hornbeam blocks from France which has recently arrived, sold at 2s. 1d. to 2s. 3d. per pair, delivered London. It should be mentioned, however, that hornbeam, on account of its special qualities, realizes better prices than maple or beech.

Owing to there having been no transactions for so long in maple blocks buyers here state that it is impossible to indicate what they would fetch. Moreover the question of possible German supplies of finished lasts referred to above, introduces a further factor of uncertainty into the future trend of prices.

It may be added, however, although it is of little if any, value as a present-day criterion, that pre-war quotations for maple last blocks varied from 4d. to 6d. a pair f.o.b. Atlantic ports.

BLOCKS MUST BE ABSOLUTELY DRY.

The chief requisite of last blocks is that they should be perfectly kiln-dried. Users say that this is most important, and cannot be too strongly insisted upon. If the wood is not absolutely free from moisture and shrinks after the metal plates have been fixed to the last, the whole construction of the boot is at fault, with the result that complaints ensue and lasts are returned to the makers as valueless.

SIZES.

The sizes of last blocks in use are as follows:—

1s.	9½"
3s.	10½"
5s.	11"
7s.	11¾"
9s.	12¼"
11s.	13"

the biggest demand being for 5s., 7s., and 9s. A sample block typical of what is required has been obtained and forwarded to the Department of Trade and Commerce, where it is available for inspection.

ORDERS ALREADY PLACED IN CANADA.

Casual shipments of last blocks from Canada which have reached this country in the past were reported upon favourably by users, the quality being quite satisfactory.

It is stated that the representative of a Canadian lumber firm was recently in this country inquiring into the possibilities of the trade, and that after interviewing buyers, he returned to Canada with samples and full particulars as to the requirements here, in addition to which he had secured a trial order for one or two carloads (a carload consists of about 13,000 blocks). It is feared, however, that shortage of tonnage will interfere with the prompt delivery of this consignment.

It is also reported that one of the large English last makers had already concluded arrangements for the establishment of a factory in the Dominion in order to ensure their future supplies of blocks, which is a testimony to the natural advantages which Canada enjoys for securing a share of this trade.

In any case, the two firms mentioned above, whose addresses are on file at the Department of Trade and Commerce, are desirous of receiving samples and quotations from any Canadian firms in a position to supply large and regular quantities, and go thoroughly into the matter. (Quote file No. 12405.)

INDUSTRIAL RESEARCH IN THE UNITED KINGDOM.

ACTING TRADE COMMISSIONER C. G. VENUS.

London, September 10, 1919.—The "Report of the Committee of the Privy Council for Scientific and Industrial Research" for the year ending July 31, 1919, has just been published, and covering, as it does, some ninety pages, gives a detailed account of the activities carried on under the committee's control.

Established in the early days of the war, the work of the department, the counterpart of which in Canada is the Honorary Advisory Council for Scientific and Industrial Research, was primarily intended to assist in the tasks of reconstruction which would confront the country after the conclusion of peace, but incidentally it is stated that researches undertaken have helped the Admiralty in dealing with enemy submarines, have improved the working of condensers in fast ships of war, and have facilitated the work of flying men at high altitudes.

In connection with their real and permanent objects, moreover, the committee records most encouraging progress. A marked change is taking place in the attitude of industry towards scientific research. Both masters and men are beginning to recognize its vital importance. The scheme of Co-operative Research Associations that has been adopted has been welcomed by many industries, and its success, so far as the Government is concerned, may now be said to be assured. The future of the associations rests with the industries themselves. If they work with the same interest and broad outlook that the leaders have shown in bringing them into existence, they will no doubt become most potent agencies in revivifying the manufactures of the United Kingdom, and in showing the way to the increased production on which the solvency of the nation depends.

The committee state that they have also been able to do something, though as yet not nearly enough, to increase the number of trained research workers. The ultimate success of all their plans will depend upon a sufficiency of capable investigators, and the chief danger of the next few years lies here.

The demand for scientific workers is growing rapidly, not only in the industries, but also in the universities and in Government departments. For five years past the

universities have ceased almost entirely to produce the output in scientific workers which before the war was insufficient for the country's needs. Under the most favourable circumstances, it must take some years to regain the lost ground, and it will be longer still before the enlarged demands can be adequately met.

The report of the Privy Council Committee's Advisory Council, which forms the main body of the publication under review, may be divided into three parts:—

Part I describes the progress made in the establishment of research associations, and discusses certain problems which their activities are bringing into prominence.

Part II deals with the growing organization of research for national purposes. This is now seen to be likely to form a much larger part of the department's work than was at first thought. Reference is also made to departmental publications which have appeared or are in preparation; to the surveys of the fields for research which have been or are being made; and to the organization of research in the dominions and certain other countries.

Part III describes the more important developments that have taken place in the conduct of research initiated by other bodies, and aided by grants from the department; and also deals with grants made to individual research workers and students.

INDUSTRIAL RESEARCH ASSOCIATIONS.

The list of research associations to which licenses have been issued up to July 31, is as follows:—

- British Photographic Research Association.
- British Scientific Instrument Research Association.
- British Research Association for the Woollen and Worsted Industries.
- British Portland Cement Research Association.
- British Motor and Allied Manufacturers' Research Association.
- British Empire Sugar Research Association.
- British Cotton Industry Research Association.
- British Iron Manufacturers' Research Association.
- British Boot, Shoe and Allied Trades Research Association.

The list of those "approved" at the same date is:—

- Research Association of British Rubber and Tire Manufacturers.
- British Music Industries Research Association.
- Linen Industry Research Association.
- Glass Research Association.
- British Chocolate, Cocoa, Sugar, Confectionery and Jam Manufacturers' Research Association.
- Scottish Shale Oil Trade Research Association.
- British Non-Ferrous Metals Research Association.
- British Refractories Research Association.

The progress made will be realized when it is stated that at the commencement of the year only three associations were actually licensed, although some thirty industries were actively engaged in preliminary work for the establishment of research associations; and it is now affirmed that the number of associations is likely to be ultimately between forty and fifty.

On July 30 last, grants aggregating \$87,530 had been made to approved research associations, and the Imperial Trust for the encouragement of scientific and industrial research were committed on that date to further expenditure to the extent of \$990,000, and this sum is liable to be increased in accordance with the terms of the agreements made with them, should the contributions from the constituent firms be increased. It is estimated that the grants which will be made to research associations now in the course of formation will amount to at least another \$875,000 on the basis of their minimum contributions.

Reviewing the progress of the different trade research associations, the following interesting points may be mentioned:—

The British Photographic Research Association has decided to attack the problems which confront it, not only by the empirical methods which have brought the

photographic industry the success it has already achieved, but also by investigating fundamental principles. A number of investigations of direct industrial application have already been completed. For instance, useful experiments have been conducted on gelatin and on photographic emulsions, and a successful process, which it is intended to patent, has been discovered by which it is possible to stain wood black or grey right through. This process is expected to be quite economical and suitable for use on a large scale; and it is interesting to note that the research was guided by a knowledge of the methods used in dyeing cotton.

The British Scientific Instruments Research Association, which began by being mainly an association of makers of optical instruments, now includes the bulk of the important firms in the X-ray electro-medical instrument industry, and the electrical scientific instrument industry, and owing to the exceptional position of the association as representing what is wholly a "key" industry, it has received from the department special treatment in the matter of grants. In this connection it may be mentioned that the attitude of the Department of Scientific and Industrial Research in respect to the allocation of grants is that they can only be made at a high rate to industries for which the cost of necessary research is great in relation to their means.

The British Cotton Industry Research Association will work in close connection with the Empire Cotton Growing Committee of the Board of Trade, and will doubtless devote some of its attention to the important task of improving the quality and yield of raw cotton.

Similarly, the Linen Industry Research Association will take steps in connection with the Empire Flax Growing Committee to ensure that the supply of raw material for the industry is improved as quickly as possible.

The British Research Association for the Woollen and Worsted Industry has already conducted researches into the following questions: (a) Action of acids, alkalies and soaps on wool; (b) investigations on the effect of manufacturing processes on textile fibres; (c) investigations on the milling of wool; and (d) the electrification of fibres.

Valuable work for the pottery industry has been carried out in the special laboratories of the Joint Research Committee of the Stoke Central School of Science and Technology and the Staffordshire Potteries Manufacturers' Association in connection with hard porcelain, and as a result arrangements are being made for the establishment of a factory specializing in this variety for the manufacture of hollow-ware.

RESEARCHES FOR NATIONAL PURPOSES.

The department is also undertaking an increasing amount of research work for national purposes. Investigations done for other Government departments falls into this class, as well as work which the department is controlling because the conditions of organization in certain industries are not yet favourable to the establishment of research associations. In these cases contributions are made by the industry to the cost of the research.

Under this heading are included the activities of the following:—

(1) *Food Investigation Board.*

The work of this board is conducted by six committees dealing with the different classes of material involved, viz.: fish preservation, engineering, meat preservation, fruit and vegetables, oils and fats, and canned foods.

The Fish Preservation Committee have satisfied themselves as to the soundness of the brine-freezing process, "both as regards the scientific principles involved and the complete preservation of the fish which results." The commercial feasibility of the process has still to be established.

The Engineering Committee is concentrating on the problems arising out of the development of cold storage in this country, i.e., the type of wagon and barge best suited for the carriage of frozen produce, and similar questions.

The Meat Committee has inquired into the causes of the sensitiveness of beef to freezing, and a systematic investigation of the moulds that infect cold stores is now being undertaken.

The Oil and Fats Committee is at work on the many problems relating to the refining of edible oils, which is practically a new industry in the United Kingdom.

The Fruit and Vegetable Committee, among other matters, is conducting a study of apples, under the following heads: (a) the chemical changes occurring during maturation and storage; (b) the effect of various external conditions upon deleterious fungi; (c) the conditions to which fruit is subjected in commercial cold storage; and (d) the testing of a small refrigerating plant for laboratory purposes.

(2) *Timber Research.*

A research has been carried out into the quality of home-grown timbers, with particular reference to their suitability for the purpose of reafforestation, in respect to which a further series of tests is being made. Another matter which is being investigated is the artificial seasoning of timber.

(3) *The Industrial Fatigue Research Board.*

Another line of inquiry being pursued under the control of the department is that which is being conducted by the Industrial Fatigue Research Board into different industries, with a view to finding the most favourable hours of labour, spells of work, rest pauses, and other conditions applicable to the various processes according to the nature of the work and its demands on the worker.

The recent conditions of industrial unrest, which are held by many to be closely related to our ignorance of the laws of fatigue and the best methods of applying them in practice, have been responsible for many requests reaching the board from different Government bodies concerned with such matters, for specific inquiries into different questions.

The results of such investigations are, wherever possible, made public, and three reports are in the course of preparation dealing respectively with (a) the influence of hours of work and of ventilation on output in tinplate manufacture, (b) the incidence of industrial accidents upon individuals, with special reference to multiple accidents, and (c) efficiency and fatigue in the iron and steel trades.

AIDED RESEARCHES.

A list of twenty-eight researches into various industrial problems conducted by scientific and technical societies and bodies, towards which the department has continued to make grants during the year, forms an appendix to the report.

Only some of these call for special remark. The Electrical Research Committee have appointed a Director of Research in order to expedite the progress of the work they are undertaking on insulating materials, and if useful results are obtained, it is hoped that manufacturers will form an electrical research association.

Research on refractory materials undertaken by the Institute of Gas Engineers has included experiments in connection with the manufacture of gas retorts, and the results obtained are likely to mark a great advance in this branch of the industry. Demonstrations of a new method of casting a 5 feet gas retort have been given, a careful examination of which has proved satisfactorily that this process is thoroughly practicable. This important result has been produced at the cost of a few hundred pounds.

GRANTS TO STUDENTS AND RESEARCH WORKERS.

Grants made to individual students and research workers numbered 103 during the year, as against 67 in 1917-18. The main object of this assistance is to add to existing knowledge, and to open up new directions of inquiry from the point of view of pure science rather than to obtain results which are likely to be of immediate commercial value, which would be more a matter of private enterprise.

Expenditure under this heading during the year was approximately \$70,850.

FUTURE OUTLOOK.

With reference to the future, the department is of the opinion that on account of the great shortage of trained investigators, it is of the utmost importance that all plans for research by whomsoever conducted should be drawn with a view to making the best use of existing institutions and personnel. Ambitious schemes for self-contained and independent organizations, however carefully elaborated, will assuredly fail because it will be impossible to obtain efficient staffs except at an exorbitant cost, or because inferior men will be appointed. In both cases the inevitable reaction will come, and not only will the value of research be called into question, but the hopes which the recent change in public opinion has raised, may suffer disappointment.

BRITISH JAM SHORTAGE PREDICTED.

TRADE COMMISSIONER J. E. RAY.

Manchester, September 15, 1919.—During several months last winter, it was impossible for British consumers to purchase the old standard varieties of jam. Blackberry and apple was the only kind fairly plentiful, and it has never, at any time, been popular with consumers. As a matter of fact, it may be described as a war-time makeshift.

Though there may be fair quantities on the market during the next three months, it is anticipated that a serious shortage will be experienced from January next until May. The high prices of fruit ruling this summer made it impossible for jam makers to lay down large stocks. For example, raspberries, which were at the high price of \$225 a ton in 1918, rose to \$425 this year; black currants advanced from \$300 to \$525; red currants rose from \$160 to \$250; gooseberries advanced from \$135 to \$230; and strawberries rose from \$200 to \$480. To these enhanced values of the raw material had to be added the increased cost of labour, coal, jars, bottles, etc.

There are plentiful supplies of plums, but it is believed that all jam-makers will move cautiously in the matter of laying down stocks because of the high cost of fruit, labour, etc.

Early in the season it was announced that extra allowances of sugar for domestic jam-making would be allowed, and many householders laid in small stocks, but the high prices of fruit prevented the large majority from making any appreciable quantity at home.

Quantities of Australian jam have been offered on the British market at competitive prices during recent months, and there appears to be no reason why Canadian manufacturers should not transact a profitable business in the United Kingdom early next year, assuming of course that Canada has surplus stocks to offer.

The writer, on his recent visit to Canada, brought back a small consignment of raspberry and strawberry jams, which have been distributed among merchants in Manchester. The quality is highly satisfactory, but there is some doubt concerning the prices at which the jams are offered. For the guidance of Canadian manufac-

turers it should be noted that the following "Government control" prices on chief varieties are in existence:—

	Retail per pound.	
Strawberry	1s.	2d.
Raspberry	1s.	1½d.
Black currant	1s.	1½d.
Red currant	1s.	¾d.
Plum	1s.	¾d.
Apple	0s.	10½d.

It may be stated that in 1917 (latest figures obtainable) 163,754 cwt. of jam and marmalade were imported from Australia, 4,805 cwt. from South Africa, 2,457 cwt. from New Zealand, and 100 cwt. from "other British possessions."

APPLE PRICES IN GREAT BRITAIN—SUSPENSION OF AUCTIONS.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Commissioner, Liverpool:—

September 25.—"First Ontario apples ex ss. *Rimouski* arrived all slack. Many Alexanders and few Wealthies wet. Sold at auction, slacks No. 1 20s. to 38s. 6d., No. 2's 20s. to 35s., No. 3's 23s. 6d., wets 6s. to 19s. Massachusetts apples in crates, Ramshorn 7s. 10d., Baldwins 10s. 3d., Gravensteins 8s. to 10s. 3d., McIntosh 10s. 6d., Wealthies 7s. 6d."

September 29.—"About 3,000 barrels American apples sold recently in Glasgow. Twenty-five hundred in good condition and sold for maximum price. Slacks, 30s. to 55s. California Gravensteins all good, sold maximum."

September 29.—"Auction here suspended as railway strike prevents competition of outside buyers. Sales only possible locally. SS. *Sachem* which arrived on September 23 not discharged yet. SS. *Digby* with 3,000 barrels of Canadian apples, discharging three cars to-day."

IMPORTS INTO NEW ZEALAND FOR SIX MONTHS ENDED JUNE 30, 1919 AND 1918.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, N.Z., August 6, 1919.—Following are the values of the imports into New Zealand of some of the more important articles during the six months ended June 30, 1919 and 1918:—

	1919.	1918
Soft Goods—		
Apparel	£ 673,579	£ 469,312
Boots and shoes	213,400	234,994
Carpet and oilcloth	99,200	53,415
Drapery, n.o.e.	123,911	83,457
Hats and caps	84,403	62,572
Hosiery	293,519	120,893
Millinery	52,289	39,831
Canvas piece-goods	122,484	38,917
Cotton piece-goods	1,760,523	793,093
Linen piece-goods	34,900	13,093
Silk piece-goods	299,417	200,932
Woollen piece-goods	262,809	191,204
Hardware—		
Cement	1,324	233
Hardware	178,118	98,590
Iron—		
Bar, bolt, rod	31,268	43,552
Corrugated sheet	99,699	35,921
Fencing wire	114,657	32,768
Barbed wire	19,279	18,440
Pig and scrap	11,378	9,611
Pipes and fittings	179,042	80,014
Lead	17,283	13,268

IMPORTS INTO NEW ZEALAND, ETC.—*Continued.*

Hardware— <i>Continued.</i>	1919.	1918.
Machinery—		
Dairy.	61,152	35,396
Agricultural.	102,148	33,592
Electric.	284,252	202,197
Engines, gas, etc.	31,231	21,667
Mining.	10,365	4,103
Sewing.	31,862	31,286
Nails.	97,868	29,661
Railway and tram plant.	51,371	25,848
Tin sheet and block.	277,000	104,303
Tools.	112,727	47,136
Foodstuffs—		
Confectionery.	53,313	26,127
Fish, preserved.	67,231	91,186
Fruit—		
Dried.	33,550	135,091
Fresh.	56,135	70,325
Flour.	221	34,325
Grain, unprepared.	336,624	270,851
Jams, jellies, etc.	4,487	8,504
Milk, preserved.	12,109	16,376
Onions.	1,915	1,883
Pickles and sauces.	5,632	5,271
Rice.	22,791	54,456
Salt.	64,918	116,393
Sugar.	551,845	236,116
Beverages—		
Ale and stout.	1,814	9,337
Spirits—		
Whisky.	189,087	408,766
Other.	41,219	78,963
Wine.	37,538	43,413
Cocoa, coffee, etc.	47,501	26,296
Tea.	143,830	216,543
Miscellaneous—		
Bicycles (including motor).	41,761	45,769
Books, papers, music.	136,617	132,573
Candles.	17,289	12,821
Carbide of calcium.	15,347	31,519
Coal.	140,378	99,230
Cordage and twine.	157,971	40,301
Cornsacks, woolpacks.	221,720	148,696
China and earthenware.	53,453	38,366
Glass and glassware.	128,839	74,426
Furniture.	19,745	10,500
Greases.	10,477	7,469
India-rubber goods.	23,107	36,485
Leather.	110,537	129,824
Leather manufactures.	57,363	29,996
Manures.	96,494	145,222
Matches and vestas.	10,430	45,388
Motor vehicles.	380,286	262,153
Oils—		
Benzine, etc.	339,991	266,543
Kerosene.	44,643	77,314
Castor.	1,486	10,873
Linseed.	35,483	68,676
Turpentine.	7,071	10,867
Other (specified).	118,120	91,872
Paints, colours, varnish.	122,915	130,936
Paper—		
Printing.	167,273	172,461
Other.	202,555	63,095
Pianos.	18,071	27,848
Seeds, grass, clover.	35,306	92,062
Stationery.	104,178	62,376
Tobacco.	379,484	157,530
Cigarettes.	316,672	138,246
Cigars and snuff.	7,018	5,639
Timber, hewn and sawn.	68,543	62,339
Specie.	208,896	47,000
Total, all goods.	£15,876,502	£11,479,951

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregates of the different divisions of imports for the six months, 1919, 1918, 1917, and 1916:—

	1919.	1918.	1917.	1916.
Soft goods..	£ 4,020,434	£ 2,301,713	£ 2,316,885	£ 2,394,803
Hardware..	1,712,024	867,586	974,924	1,313,453
Foodstuffs..	1,210,771	1,067,404	834,722	756,166
Beverages..	460,989	783,318	479,883	550,085
Miscellaneous..	3,590,995	2,729,415	2,782,129	2,733,945
Other goods..	4,672,393	3,683,515	3,040,593	3,438,910
Total goods..	£15,667,606	£11,432,951	£10,429,136	£11,187,364
Specie..	208,896	47,000	160,655	782,450
Grand total..	£15,876,502	£11,479,951	£10,589,791	£11,969,814

The total of merchandise shows an increase of £4,234,655, or 37 per cent, and is easily the heaviest half-year on record.

LARGE INCREASE IN SOFT GOODS.

The soft goods section has the largest share of the increase, being £1,718,721, or nearly 75 per cent more than in 1918. More than half of this increase is in cotton piece-goods, and the only line showing decrease is boots.

HARDWARE INCREASES.

The total of the hardware division is nearly double 1918, and far ahead of any preceding half-year. Here also only one item shows decrease and that is bar iron. Fencing wire, iron pipes, nails, tin, tools and some lines of machinery show the heaviest increases.

INCREASE IN FOODSTUFFS.

Foodstuffs show £143,367, or 13 per cent increase on 1918, but are fully 50 per cent ahead of earlier years. Grain and sugar are the two big items here, and these more than account for the growth. Fruits show a heavy decline.

BEVERAGES DECREASE.

Beverages show a drop on earlier years, for which the two big lines, whisky and tea, are responsible. Imports of cocoa for the half-year were 424,009 pounds (£44,514), and coffee 83,375 pounds (£2,987).

MISCELLANEOUS SECTION INCREASES.

The miscellaneous section is about a third heavier than the fairly steady level of the three preceding years, but there are wide fluctuations in individual items. The most notable increases are in cordage, glassware, motors, paper, stationery, tobacco, and cigarettes. There are heavy decreases in manures, matches, kerosene and seeds.

INTERESTING FLUCTUATIONS.

Following are the quantities of imports of several lines, the fluctuations in which are of interest:—

Iron—	1919.	1918.	1917.
Bar, bolt, rod.	1,041 tons.	2,006	9,372
Corrugated sheet.	47,302 cwt.	19,010	107,511
Barbed wire.	638 tons.	710	818
Fencing wire.	4,097 "	1,310	4,141
Pig and scrap.	1,270 "	798	4,148
Pipes and fittings.	4,856 "	2,284	6,771
Wire nails.	47,701 cwt.	17,998	48,668
Fish, preserved.	1,545,907 lb.	2,080,951	1,262,873
Rice.	26,434 cwt.	76,453	67,406
Ale and stout.	4,488 gal.	26,831	132,843
Whisky.	173,047 "	447,300	418,287
Tea.	3,544,472 lb.	4,957,727	3,998,702
Candles.	542,147 "	431,732	715,047
Matches.	42,749 gross.	176,994	98,099
Carbide of calcium.	564 tons.	579	1,350
Motor vehicles.	2,238 No.	1,802	3,131
Benzine, etc.	4,240,417 gal.	3,564,463	4,458,415
Kerosene.	1,096,287 "	1,782,137	2,993,285
Linseed oil.	99,197 "	202,591	202,120
Turpentine.	40,383 "	69,303	75,320
Leather.	334,136 lb.	313,980	419,841
Printing paper.	106,701 cwt.	141,958	165,953
Pianos.	368 No.	747	1,379
Tobacco.	1,820,602 lb.	1,005,300	1,373,503
Cigarettes.	704,841 "	392,755	373,497

CONDITION OF PAPER INDUSTRY IN BELGIUM.

Mr. Godfrey Langlois, Agent General of the Province of Quebec in Brussels, writes under date September 4 regarding the present condition of the paper industry in Belgium as follows:—

“About 40 per cent of the machines are in operation, and the Belgian authorities are at work to locate in Germany the machinery stolen during the occupation. The loss of location is about 50 per cent of the producing force of the working machines. Belgian paper manufacturers do not expect to reach the whole pre-war production level. They expect to be satisfied with 75 per cent pulp and pulpwood—about 100,000 tons of the former and 200,000 tons of the latter—and three times more than in 1914. These new prices and the change will help the Belgian paper manufacturers.

"Mr. Picard, the president of the Paper Syndicate, says that they are asking the Government to establish the license system for importation of foreign paper, because the Belgian market will be loaded with Dutch, English and American paper and that these importations will hurt the Belgian industry. They ask also for heavier duties."

PAPER IMPORTS NOW ADMITTED INTO THE UNITED KINGDOM
WITHOUT LICENSE.

In accordance with the recent decision of the Government, says the *British Board of Trade Journal*, a general authority has been issued to the custom authorities under which all articles covered by the regulation as to the importation of paper are admitted into this country without license as from August 29. The Paper Import Restrictions Department, at 23 Buckingham Gate, S.W.1, closed on September 6, and further communications on the subject should be addressed to the Department of Import Restrictions, 22 Carlisle Place, S.W.1.

CATALOGUE AND SAMPLE ROOM AT LIEGE, BELGIUM.

The following communication from the British Vice-Consul, Liège, dated September 8, has been received:—

The Catalogue and Sample Room at the British Vice-Consulate at Liège having now been open for six months, the moment appears opportune to review the work which has been done.

The response of British firms for catalogues and samples of small bulk has hardly fulfilled expectations, but it is to be hoped that an important increase in the number received will be assured, as the facilities which this organization provides for bringing British products to the notice of Belgian buyers are realized. It should hardly be necessary to state that catalogues for Belgium should be in French if possible, with metric measurements, etc. The number of firms who have sent publicity matter up-to-date is slightly in excess of 300.

Thanks to the far-seeing and patriotic support of the editors of the leading trade journals, of which no fewer than 25 are furnished gratuitously, the normal equipment of this section is rendered much more important than would otherwise be the case, and the journals are studied by a large number of prospective customers for British goods.

There have also been received 27 Year-Books and other publications concerning different industries, most of which are of great value as they usually comprise a section in the French language.

The receipt of all publicity matter gives rise to a weekly communication by the Vice-Consulate to the local press, and these offers are published in four local newspapers with an extensive circulation. Notices are also sent to Chambers of Commerce, etc.

Owing to the impossibility of providing a special employee for this section, the room has only been open for two hours a day and five days a week, but during the past 125 days the number of visitors has aggregated 735; 330 prospective buyers of British goods and 463 applicants for British agencies have also been dealt with by correspondence.

Banking and commercial references have been obtained from firms capable of furnishing them, and reports as to their standing have been furnished to the Department of Overseas Trade, to whom British manufacturers and merchants are advised to apply for these particulars, while the Belgian firms are instructed to address their requests direct to the British houses whose names are furnished them.

The organization described above being largely in the nature of an experiment, the continuance and development of which must depend upon the results attained, it is urgently requested that all firms who succeed in doing business by means of the publicity offered them should notify the fact to the British Vice-Consul, Liège.

Catalogues and samples will be gladly received from Canadian manufacturers.

ASSISTANCE IN TRADE WITH FINLAND.

(British Board of Trade Journal.)

The Finnish Commercial Commission having now returned to Finland, their offices at 59 St. Mary Axe, E.C. (telephone, Avenue 5894) have been taken over by the Finnish Legation in London.

The Commercial Attaché, Captain Allan Wilen, is in charge of these offices, and will supply British manufacturers and traders with all possible information about Finnish manufacturers, importers and traders.

CANADIAN APPLE IMPORTATIONS INTO SOUTH AFRICA: PROSPECTS AND REGULATIONS.

The following report on the prospects for Canadian apple importations into South Africa, with the regulations governing fruit imports into the Union, has been received from the office of the Canadian Trade Commissioner, Cape Town:—

Canadian apples are admitted under item 101 of the tariff, viz.: 3 per cent *ad valorem*, with a rebate of the whole duty if accompanied by certificates of Canadian origin and shipped direct therefrom.

The following is an extract from a letter as received from Mr. Lounsbury, Chief of the Division of Entomology for the Union of South Africa: "The only restrictions on the importation of apples from Canada are those that have been in force for many years in respect of apples and pears from any oversea country. (See regulations below.) In respect of *Fusicladium*, we now allow the importer to have his rejected fruit for jam-making or similar disposal under supervision, but we have wholly abandoned the unreserved admittance of affected fruit after fumigation.

"It would appear that any apples up to the standard prescribed in the Canadian Fruit Marks Act for the grade designated as 'Fancy' should invariably meet the Union requirements, and also that there should rarely if ever be any question about the Canadian No. 1 grade being passed. On the other hand, Canadian No. 2 grade apples would be in grave danger of exclusion."

Owing to the greatly increased production of early apples in early-season parts of the Union, it has become unprofitable to import apples for the Christmas trade. To be remunerative, American or Canadian apples must be cleared away by early December. About the best time to place on the market is between middle September and November, or up to say the first week in December at latest. The variety of apple which sells best in this country is the medium-sized red coloured apple, and for the box trade the best results are obtained in 40-pound fruit boxes, containing 190 to 220 apples, anything less in quantity meaning a larger apple, does not pay the retailer, but of course is much better for the customer who can afford to buy the larger apple.

Mr. Lounsbury asks that everything practicable shall be done to ensure that any Canadian apples that may be shipped to South Africa be such as should pass inspection in South Africa, and that suitable precautions against the despatch of diseased and insect-spotted apples be exercised. Falsely branded consignments are very likely to get held up, the examination being very thorough.

REGULATIONS RESPECTING PLANT IMPORTS.

The following are the regulations covering inspection of plant imports (which include apples), under the Union Agricultural Pests Act, 1911, and are contained in a letter from the Chief of the Division of Entomology to the Fruit Commissioner, Ottawa, dated Pretoria, June 1, 1915:—

The inspectors are expected to open at least one package in every ten bearing similar marks and to examine at least one-fourth the contents of each package opened. Regarding apples the specific (confidential) instructions to the inspectors are as follows:—

Apples should be closely watched for scale, both round and mussel-shaped, from wherever received. A slight scale is hardly avoidable from most countries, and an infestation not exceeding an average of one scale to a fruit may be connived at. The limit is fixed lower than for citrus fruits, because the common scales of the apple are particularly feared and as they have many food plants. Attention is also necessary for pulp-infesting insects and fungous diseases. As it is almost impracticable to secure oversea apples absolutely free of the fruit fly, codling moth and *Fusicladium*

fungous, one or another, and as the colony is now infected by all three—widely by the insects and slightly by the fungous—consignments which are affected to a small extent only may be admitted. The maximum infestation by the codling moth that may be connived at is 15 per cent and fruits bored are to count as infected. Fusicladium spots under an eighth of an inch in diameter may be ignored, and larger spots when there are not over an average of one to ten fruits. Apples refused admittance must be sent to some place outside of South Africa, and pending the arrival of a vessel by which to ship them the consignee may be allowed to arrange with the Customs to let him put them in bonded cold storage.

On occasion we have allowed consignments to enter that were detained on account of codling moth, conditional on the sorting out and destruction of the infected fruit, the sorting being done by the inspector's men at a charge of a shilling per barrel. Likewise Fusicladium-affected consignments have been admitted after sorting, and rarely when the degree of infestation was just on the exclusion line, without sorting on fumigation in formaldehyde gas, the fee for which is also one shilling per barrel.

The subjoined letter from the Chief of the Division of Entomology, Pretoria, to the Fruit Commissioner, Ottawa, dated October 23, 1916, contains the latest instructions respecting the inspection of apple importations:—

"The plant inspection reports for the past season indicated that importers of Canadian apples had got a little careless in respect of Fusicladium. Kindly see your instructions about this disease and refuse to admit any 'marks' in a consignment if the spotting exceeds the extent specified as the limit passable.

"The instructions state that rejected lots must be reshipped out of the country. During the past few years, however, some unsatisfactory lots have been allowed to pass after formaldehyde disinfection. This concession is not to be given hereafter; but importers are to be given the option of re-shipment (or destruction) of the whole of the fruit or of the infected specimens only. If the latter alternative is chosen, you are to have the fruit sorted and fees paid as prescribed in the second paragraph of section 7 of Government Notice 666 of 1912. Any apple with a spot that would count in the ordinary inspection is to be rejected at the sorting. Rejected apples may be put in bonded cold stores pending opportunity for reshipment. The only condition on which rejected apples may be allowed to pass is the cutting away of the spots by labour engaged and supervised by you and paid for (in the same way as fees) at full cost by importer. If the importer does not elect to reship the fruit or to have the spots cut away to secure its admittance, the fruit must be destroyed in its entirety by arrangement with the Customs Department and its destruction duly recorded.

"Careful note is to be made of all marks on barrels, etc., that contain unsatisfactory apples, and full details are to be given in the report and also given in writing to the importer if he requests them.

"In the inspection of apple importations, great care is to be taken to see full samples of all the different marks. The various marks are to be itemized for the report, but to avoid crowding the report form, such details may be given on a sheet of paper as an annexure."

CLOSE RANGE SOUTH AMERICAN MARKETS.

(Contributed by C. E. Austin.)

South America is so frequently referred to as though it were one country, that, in any remarks about it, it is necessary to draw attention to its political division into ten independent states, each with a republican form of government, and all occupying large territory, with immense undeveloped natural resources. Spanish is the language of all of these countries, with the exception of Brazil, where Portuguese is spoken.

A good deal has been said and written about Brazil and the Argentine, but it now seems opportune to draw attention to countries nearer to the Dominion, less developed, but offering important trade advantages and opportunities.

Venezuela and Colombia.

Venezuela and Colombia come foremost in order of proximity, while Ecuador, Peru, Bolivia, and Chile have been made much more accessible by the opening of the Panama canal.

Venezuela has a peculiarly advantageous geographic position as regards nearness to both Europe and North America, while the neighbouring Republic of Colombia is in the line of both Atlantic and Pacific steamer traffic, being also immediately adjacent to the Panama canal.

Venezuela has an area about equal to that of British Columbia, with a population of two and a half millions, and Colombia, with a territory of 440,000 square miles, is rather larger than Ontario, and has a population of five millions.

Thus in a bee-line distance from Eastern Canada of about 2,500 miles, markets exist for Canadian manufactures, in two only of the ten South American states, having a combined population nearly equal to that of the whole Dominion.

World events have stirred these countries into unusual activity, and, in 1917, Venezuela became, for the first time in its history, an exporting country.

The combined annual imports of Venezuela and Colombia are in the neighbourhood of \$33,000,000 (from statistics 1914-15), of which the principal items are cotton textiles, machinery, flour, agricultural implements, mining tools, paper, drugs and chemical products, canned goods, rubber goods, glass, porcelain, china, vehicles and accessories. Of export trade the main items are coffee, cocoa, bananas, hides, petroleum, asphalt, rubber, gold, silver, copper ore, vegetable ivory, fustic divi divi pods (used for tanning), tobacco, hats, platinum and pearls.

Of late there has been considerable progress in road building in Venezuela, and automobile service is now available from the principal port, La Cuaira, almost to the Colombian border, a distance of five or six hundred miles.

Caracas, the capital, with a population of 100,000, had (in 1917) 600 automobiles, and the number is constantly increasing. The building of bridges in mountainous districts calls for a large quantity of structural iron and cement.

There is a great field, both in Colombia and Venezuela, for electrical development in towns and villages yet without lighting systems, and small independent plants are much in demand.

Small steamers and motor launches are needed for coastwise and river traffic, and that the latter is not inconsiderable may be gathered from the fact that in Venezuela there are sixty rivers with a total navigable distance of over 10,000 miles. while in Colombia the Magdalena river in its course of about 1,060 miles (of which 930 are navigable), traverses nearly three-fourths of the central part of the Republic, and by means of its tributaries taps many of the most thickly populated of the agricultural and industrial regions.

Windmills and machines for drilling artesian wells enter Venezuela free of duty. In view of the frequent difficulty in securing uncontaminated surface water, there should always be a steady demand for these goods.

In regard to railways, Venezuela and Colombia have each a total railway mileage of only about 600 miles. That this is a serious handicap to agricultural and industrial development can easily be understood. In Colombia considerable extension work has been undertaken, which, however, has been much retarded by restrictions imposed by the war. New locomotives and general rolling stock are needed for the replenishing of existing material, and for the new lines in course of construction. The most important new line is that which will connect the capital, Bogota, with Buenaventura, the principal port on the Pacific coast. When that is completed, there will be direct communication by river and railway, from the Atlantic to the Pacific, through the heart of the country.

These and other projected lines will require rails and rolling stock that Canada should be as well able to supply as any other country.

In both countries there is a great demand for drugs and medicines, the value of the combined imports of these goods at the commencement of the war being in the neighbourhood of \$1,500,000 (1913-14).

Other articles which Canada could supply are ironware for household use, enamelled ware, provisions as tea, biscuits and canned fruits, also toilet requisites as perfumery, for which there is a great sale, soap, dentifrice, creams, hair oil, etc.

Attention should be drawn to the opportunities for cattle ranching in the lower Magdalena valley in Colombia, as also in the "Llanos" (plains) of the Orinoco region in Venezuela. As regards the former country, Mr. Milne, a British consular agent, reporting in 1914, said: "In view of the constant reclamation of grazing areas for agricultural purposes in the United States and other countries, the land suitable for cattle breeding around the Caribbean sea will probably be developed in the next decade."

An up-to-date refrigerating plant has been established at Puerto Cabello, Venezuela, and the first shipment took place in 1910. Packing houses are also being established on the Atlantic and Pacific coasts in Colombia.

In conclusion it is important to notice the various factors favourable to the development of Canadian trade with the countries under consideration.

First may be mentioned the friendly feeling existing towards Great Britain and her colonies. This is especially noticeable in Colombia, which has not forgotten the valuable help given by the British legion, at the close of the Napoleonic wars, in gaining their independence from Spain.

While British business methods have been somewhat slow and archaic in comparison with other countries, there is, throughout the whole of South America, absolute faith in the word of the Englishman, which is a solid foundation for the building up of new enterprise on the part of Britain's premier "colony."

It should be further noted that Latin-Americans are not wholly satisfied with a Pan-American idea which excludes Canada. *La Nacion* of Buenos Aires, as reported in the *Literary Digest* of June 30, 1917, said: "When the present war is over there can be no Pan-Americanism which will not include Canada and the other foreign territorial possessions existing on the American continent."

A further factor is the establishment of a branch of the Royal Bank of Canada at Caracas, Venezuela.

PROPOSED "TRIANGLE ROUTE."

Two years ago, in an interview with the editor of *The Monetary Times* (published June 22, 1917), the writer advocated a "triangle route" from Halifax or St. John to the countries around the Caribbean sea. Cuba and Jamaica might provide ports of call on the west side of the triangle, while Trinidad, Barbados and other West India Islands make a well filled east line. The base, which hitherto has been neglected by steamers from Canada, provides ports of call in Colombia and Venezuela, at Cartagena, Puerto Colombia, Santa Marta, Curacao (a Dutch island off the coast of Venezuela, called "the Hong Kong of the Caribbean"), Puerto Cabello, and La Guaira.

"That there is room for the expansion of Canadian trade with Spanish-speaking countries may be gathered from the following comparison:—

"Canada's export trade to British Guiana, British Honduras and the West India Islands, with a total population of 2,122,500, for the year ending March 31, 1918, was \$8,830,334, or roughly \$4 per capita; whereas, the same trade with all Spanish-speaking countries (including South America, except Brazil, Central America, Cuba, San Domingo, Hayti, Porto Rico, Mexico and Spain) with a total population of well over 80 millions, only amounted to \$7,502,836, for the same period, or roughly, less than ten cents per capita. To attain the same proportion as that existing with the British possessions mentioned above in the Caribbean territory, it should amount to \$320,000,000."

Americans are after their share of this trade, as is shown by the following item of news published in *The Public*, New York (September 13, 1919):—

"Representatives of three hundred commercial and financial establishments in the Mississippi valley will visit Central and South America this fall and winter to determine how business relations can be best built up with the United States."

Canada is but little known there as yet, and there is much spade work to be done, which, however, should prove very profitable if undertaken effectively and persistently.

Latin America (including South and Central America, and the Spanish-speaking islands of the Caribbean sea) with its 80 million people, and a territory 2 million square miles larger than Anglo-Saxon America, offers unlimited possibilities for trade development, and markets for goods "made in Canada," which are well able to reach and maintain a foremost place in world competition in that territory.

The writer, whose experience in South America covers a period of twelve years, and who has spent three years in Colombia and Venezuela, anticipates making a be pleased to communicate with those who may consider undertaking export trade in business trip to these and other Latin American countries in the near future, and will that territory. Letters may be addressed to 15 Cuthbert Crescent, North Toronto.

CHANGES IN THE FRENCH "COEFFICIENTS OF INCREASE."

(*British Board of Trade Journal*.)

The French *Journal Officiel* for the 4th September contains a ministerial decree, dated the 28th August, which modifies the "coefficients of increase" established by the decree of the 8th July, 1919, in so far as concerns certain classes of paper and cardboard, as shown below, included under Nos. 461 and 462 of the French Customs Tariff. The effect of the decree is to reduce the rates of duty actually payable on the articles in question, the "coefficient of increase" having been reduced as shown in the following statement:—

Tariff No.	Articles.	Rate of Duty under "Minimum" Tariff.		"Coefficient of Increase."	
		Francs.	cts. per 100 kilog.	Under Decree of July 8.	Under Present Decree.
ex 461.	Paper of all kinds, other than the paper called fancy paper—				
	Machine-made, weighing above 30 grammes per square metre, except newsprint paper as defined under the law of August 14, 1915.	10	00	3	1
	Machine-made, weighing 30 grammes or less per square metre.	15	00	3	2
	Paper called fancy paper—				
	Couched in white.	30	00	3	1.5
	Couched in colour, marbled, printed (indienne), goffered, enamelled, stamped, stearined, paraffined, cut, prepared with oil or spirit, prepared for decalcomanias, couched, coloured or marbled by machine.	30	00	3	2.5
ex 462.	Cardboard in sheets or plates, weighing at least 350 grammes per square metre, rough (including strawboard)	30	00	3	2.5

The decree provides that, as regards strawboard (to which, under the decree of the 8th July, the "coefficient of increase" did not apply), cargoes which are proved to have been shipped direct to a French port or to have been put en route direct from a European country for France prior to the publication of the present decree shall be admitted under the conditions of the tariff formerly in force, i.e., shall pay only the duty specified in the tariff (30 francs per 100 kilogrammes).

(NOTE.—Under the system instituted by the decree of the 8th July, the customs duties actually payable on goods imported into France or Algeria are those established in the customs tariff multiplied by a factor (the "coefficient of increase") fixed by the decree. Article 4 of that decree provided for the periodical revision of the rates of the "coefficient" by an inter-ministerial commission; and the present decree is issued as a result of the recommendations of the revising commission.)

NEW IMPORT REGULATIONS IN ITALY.

With reference to the notice under the above heading in the last number of the *Weekly Bulletin*, quoted from the *British Board of Trade Journal*, it appears that a further despatch which has been received from H.M. Commercial Counsellor at Rome that the list of goods which can only be imported into Italy from the United Kingdom under license (as printed in the above-mentioned notice) requires to be amended as indicated below:—

For "chocolate," substitute "chocolates and sweets."

For "motor cars (except chassis)" substitute "motor cars, tractors, and lorries (except chassis)."

Add to the list:

Gilt and silvered articles.

Imitation jewellery.

Delete from the list:

Artificial flowers, made of textile materials.

INTERPRETATION OF THE NEW ITALIAN IMPORT REGULATIONS.

(*Trade Commissioner H. C. MacLean, Rome, in United States Commerce Reports.*)

Under the terms of the Italian royal decree which became effective August 1 (see *Weekly Bulletin* No. 814, p. 471, and No. 817, p. 630), a long step has been taken toward freeing imports into Italy from the burdensome restrictions which have so long constituted an almost insurmountable barrier. Furthermore, it is officially stated by the Government that the new regulations are intended merely as a temporary measure to bridge over the transition period until complete freedom of trade is possible. At the present time Italy's purchasing power abroad is so limited that it must be used where it will render the greatest assistance in connection with the reconstruction of Italian industry.

There are four classes of goods the importation of which is still regulated: First, luxuries; second, articles of which considerable stocks still remain from imports made during the war, such as copper sulphate, tractors, copper, brass, etc.; third, goods which can be manufactured in Italy in sufficient quantities to supply the demand, such as textiles, semi-finished iron and steel, automobiles, glassware, paper, etc.; fourth, food products and articles the sale of which is already a Government monopoly, or where the establishment of a monopoly is under consideration, such as mineral oils, coffee, and electric lamps.

The new provisions are intended simply to provide a means for regulating imports rather than as a definite prohibition upon the importation of the commodities which

are still controlled. Whenever there is a valid reason why any of the restricted goods should be admitted, permission to import will be granted, and the tendency always will be to remove items from the restricted list rather than to make additions. Furthermore, a liberal attitude is being adopted in the interpretation of the lists that have been made public, and the importation of many commodities which might be thought to come under one of the different headings will be permitted. Applications for import permits may be made direct to the Ministry of Finance rather than through the medium of the Chambers of Commerce which was formerly required.

The following specific information has been given with reference to the interpretation of the restricted list:—

Raw fibres, such as flax, jute, etc., may be freely imported. The restrictions cover only raw hemp which is produced in Italy and manufactures of fibre.

Lumber will be freely admitted, although manufactures of wood are restricted.

Crude iron and steel in pigs, billets, blooms, etc., can be imported freely, but the importation of shapes, plates, sheets, bars, pipe, wire, and other semi-finished products is restricted.

All finished products of iron, steel, or other common metals will be freely admitted, including machinery of all kinds, hardware, tools, etc.

A liberal policy will be employed in considering applications to import agricultural machinery. Where stocks do not already exist and where Italian manufacturers cannot supply the needs of the country, favourable action may be expected.

Ordinary window glass is not considered to be covered by the restriction on manufactures of glass and may be freely imported. However, the importation of wire glass is restricted.

The term "mercerie," which has been translated "fancy goods," is intended to cover only articles which would be considered luxuries, such as ornaments, toys, etc., and does not include staple commodities.

IMPORTATION OF ARTICLES OF PRIME NECESSITY IN POLAND.

(*British Board of Trade Journal.*)

According to an article published in the *Kurier Warszawski* for the 23rd August, a special department has been set up by the Polish Government for the purpose of purchasing articles of prime necessity.

This department, which is under the control of the Ministry of Supply, has the sole right within Poland to import or to issue permissions for import from abroad of articles of prime necessity, and it will sell such articles at prices calculated to include only the recovery of the office expenses.

The following articles are regarded as articles of prime necessity, and therefore come within the scope of the new department's activities: Rye, wheat, oats, barley, millet, buckwheat, maize, rice, pulse; oleaginous, pasture, and other seeds; rye, wheat and other flour, crushed grain, bran, poppy seed and linseed cakes, malt, hay, straw, potatoes, cabbages, onions and other vegetables; horned cattle, rams, sheep, swine, live fowls, various meats, fish, herrings, sardines, bacon, lard, melted grease, edible oils, conserves, butter, cheese, eggs, sugar, tea, coffee, cocoa, marmalade, table salt, coal, coke, peat, firewood, naphtha, petroleum, candles, matches, metallic articles for domestic use, soda, soap, leather for boots and shoes, ready-made boots and shoes, yarns, textile fabrics, thread, linen, clothes, and sacks.

NEW IMPORT TARIFF IN SOUTH RUSSIA.

(British Board of Trade Journal.)

The following is an extract communicated by Lt.-Col. R. J. McAlpine, Chief of the British Economic Mission in South Russia, from the provisions enacted by the Special Council of the Commander-in-Chief of the Armed Forces in South Russia, dated July 5, 1919:—

FINANCE DEPARTMENT.

It was resolved that:—

By amendment and supplement to the Statutes on Customs Duty (Code of Laws, Vol. VI, 1910 edition), and to the General Customs Tariff for European Trade (Code of Laws, Vol. VI, 1906 edition), provisional regulations to operate till January 1, 1920, be adopted:—

(1) *Duties*.—Customs duty on imported goods to be levied at all frontiers at the rate of ten per cent (10 per cent) of the value thereof (*ad valorem*) calculated c.i.f. on board at port of destination.

(2) *Exemption*.—Goods liable to excise duty on importation are exempt from customs duty.

(3) *Free List*.—In addition to those goods indicated in the customs statutes and in the general customs tariff for European trade, the following goods are to be imported duty free:—

(1) Implements or tools, and articles used in connection with production.

(2) Such other goods as are listed by the chief of the Department of Finance in agreement with the chief of the Department of Commerce and Industry.
(See "Free List" below.)

(4) *Valuations for Customs purposes*.—In the event of a low valuation being placed on imported goods as compared with their actual cost, and in the event of the owner (or the forwarding agent, commission agent, or business representative) not agreeing to increase the valuation, the Customs is empowered to take over the goods on behalf of the Treasury, paying the owner twenty per cent over and above the declared value.

The following is a list of the goods which may be imported free of duty, under section 3 (2) of the above-mentioned decree:—

I. Foodstuffs—

- | | | |
|--|------|--|
| No. | | |
| | *1. | All kinds of cereals in the grain, peas, beans, potatoes. |
| | 2. | Rice. |
| | 3. | Flour, malt, and groats. |
| ex | 4. | Potato-flour, starch, vermicelli, macaroni. |
| ex | 5. | Vegetables, as specified in Sections 1-4; kidney beans and other beans, fresh and dried. |
| | 31. | Vinegar of all kinds, except toilet vinegar. |
| | 33. | Cooking salt. |
| | 34. | Meat, salted, smoked, dried; sausages. |
| | 36. | Butter. |
| ex | 37. | Herrings, salted and smoked, and all kinds of dried fish. |
| | 39. | Foodstuffs; cattle forage. |
| | 40. | Cattle. |
| | 51. | Animal fats. |
| ex | 62. | Hay; parts of plants, seeds. |
| ex | 117. | Olive oil, cocoanut oil and glycerine, unrefined. |
| | 191. | Sacks and canvas and other stuffs for packing purposes. |
| II. Implements (tools) and means for Production— | | |
| | 41. | Substances for manuring. |
| | 42. | Soot. |
| | 44. | Horns, hoofs; animal products used in medicine. |

- ex 57. Leather belts (for machines).
 - 63. Teasels.
 - 65. Building materials (clay, lime, etc.)
 - 66. Stone, unhewn and dressed.
 - 69. Asbestos and products made of asbestos.
 - 71. Polishing and grinding materials; lighting carbons; mantels for incandescent burners; substances for lubrication and gluing.
 - 72. Artificial stones (for building).
 - ex 73. Ceramic pipes and factory accessories, etc.
 - 79. Coal, coke, peat, charcoal.
 - ex 87. Raw rubber.
 - ex 88. India-rubber in sheets, thread, slabs, solution.
 - 89. Stassfurt salts.
 - 91. Sulphur.
 - 92. Antimony.
 - 98. Ammoniacal preparations.
 - 103. Saltpetre.
 - 105. Soda and potash.
 - 107. Chloride of lime, bleaching lye.
 - ex 108. Acids: sulphuric, nitric, hydrochloric, acetic, tartaric, etc.
 - 109. Vitriols (Copperas).
 - ex 112. Berthollet's salts, and oxalic acid.
 - 114. Phosphorus.
 - 115. Sulphuric ether.
 - 124. Tanning materials.
 - 131. White lead and zinc white.
 - 132. Red lead (minium).
 - 138. Metallic ores and minerals.
 - 139. Cast-iron, in pigs, scraps and filings.
 - 140. Iron, semi-manufactured (bars, ingots, sheets, etc.); rails.
 - ex 141. Sheet-iron, tinned.
 - 142. Steel, semi-manufactured (bars, ingots, sheets, etc.); rails.
 - 143. Copper, aluminium, and other metals, semi-manufactured.
 - 144. Tin.
 - 145. Mercury.
 - 146. Lead.
 - 147. Zinc.
 - ex 148. Gold, silver and platinum, in bars, strips, or sheets.
 - ex 150. Iron castings, in the rough.
 - 151. Forged nails.
 - 152. Iron wares such as boilers and iron pipes.
 - 155. Wire, of iron and steel or copper and copper alloys.
 - 156. Wire products, except those of iron and steel wire.
 - 160. Sickles and scythes.
 - 161. Hand tools for use in industry.
 - 162. Printing stock.
 - 167. Various machines and apparatus; appliances for same, with the exception of type-writers.
 - ex 169. Instruments for geodesy and drawing (sketching), also apparatus, indicators, rheostats, manometers.
 - 173. Automobile lorries (platforms and tractors).
 - 176. Rags and paper pulp.
 - 179. Cotton, jute, flax, hemp, etc., raw.
 - 181. Wool and hair, raw.
 - ex 182. Undyed cotton wool.
 - ex 183. Cotton yarn, not twisted.
 - 184. Linen and jute yarn, untwisted.
 - 186. Wool, combed, spun or twisted.
 - 190. Cables, ropes, fishing nets.
- * The Nos. referred to are those of the Russian Customs Tariff.

IMPORTED GOODS IN SOUTH RUSSIA—CONFISCATION RUMOURS DENIED.

(British Board of Trade Journal.)

The head of the General Staff Department of the Military Command at Ekaterinodar on July 8, stated that in view of rumours which have been spread by interested parties that the authorities are confiscating and commandeering goods of first necessity (such as sugar, tea, manufactured articles, etc.), that all such rumours are the purest invention. There is no state monopoly whatever, and goods the import of which is not prohibited either conditionally or unconditionally, are neither confiscated or commandeered by the authorities.

With regard to the examination of the goods by the customs officers, necessary steps are being taken with a view to simplifying as far as possible all clearance formalities and of avoiding detention of goods in the custom house.

PACKING OF GOODS FOR EXPORT IN CERTAIN LATIN-AMERICAN MARKETS.

(British Board of Trade Journal.)

The following information on the packing of goods for export, while it applies specifically to Chile, Colombia and Salvador, will be found useful in connection with Latin-American trade generally, and other overseas markets.

Chile.

The Acting British Consul-General at Valparaiso states that the packing of British manufactures for the Chilean market is frequently contrasted with United States packing, to the disadvantage of the latter, and while American packing is a byword for its defects, by comparison British packing is remarkably good.

But there are exceptions to the rule, and it should also be borne in mind that the American mistakes are largely due to the many firms coming into the competition for the first time, and they will learn by experience. Doubtless there are many exporters to Chile from the United Kingdom who thoroughly understand, either from personal observation or through directions from their buyers, what is required in the way of packing, marking and shipping for Chile. Some importers send their suppliers printed directions on these matters. There are, however, always some firms, and more now than ever, who are newly interested in this trade, and who would welcome a repetition of general advice, while even more experienced firms have something to learn from special expert advice respecting particular goods.

STENCILLING REGULATIONS.

Of general warnings, one that the shipping companies find frequently disregarded is the stencilling regulation. It is obligatory that all cases, bales, etc., for Chile should have stencilled on them in black figures the port of destination as well as the net and gross weights in kilogrammes. The letters should be at least two inches high. Yet consignments continually arrive at Valparaiso bearing marks and numbers other than in stencil, and consequently the goods have to be re-marked before they can be cleared. In order to avoid confusion these marks and no others should be put on the top of cases.

In respect of cases containing assorted goods facility and economy in clearance through customs is gained by stating the weights of each kinds of goods separately on all the documents.

ESSENTIALS OF PACKING.

Packing in general may be considered from three different aspects, namely, the preservation of the goods, economy in the duties, and economy in weight and space. On British bottled goods imported to Valparaiso, for example, there is often a loss of 40 per cent, as against 5 per cent on German packing of competing goods. Again, to take baths, a certain local importer recently received three consignments from the United Kingdom and one from the United States. On the former there was a loss respectively of 50 per cent, 40 per cent and 33½ per cent, while on the latter the loss was no more than 2 per cent. The costly breakages of the British article could have been avoided by taking the precautions described below.

STUDY OF TARIFFS.

Economy in the duties leviable necessitates a thorough study of the import tariff, which is far from consistent or logical. Shovels pay no duty when imported complete, but the metal bases and wooden handles each pay duty if imported separately. Against

this consideration, however, the shipping company state that made up separately they are much easier to handle and less likely to be broken. However, provided they are carefully packed the balance of gain lies in avoiding the duties by sending the shovel complete.

As regards economizing weight and space, an illustration may be given in the packing of certain English chemical tabloids. These are at present packed 25 in an unnecessarily large bottle, which is filled up with cotton wool. The same sized bottle would hold 50 tabloids and still leave space for the necessary minimum of cotton wool. And since the duties are levied according to the weight of the bottle and packing, a margin could thus be gained to obtain a higher price while selling a cheaper article. The full bottle would also prevent the surreptitious extraction by dishonest chemists of a few tabloids. A useful precaution would be to label each bottle with the number of tabloids it should contain.

Subjoined are the opinions of certain importers established in Valparaiso as regards some specified lines of goods in which they have had considerable practice.

PAPERS.

As regards flat papers, it is the custom to press-pack in bales common "news" and printing papers, but it is strongly recommended that writing papers, book papers and tissue papers be also packed in hydraulically pressed bales, and that cases be used only for coated papers or when especially ordered by customers. The advantages of baling over casing are that the packages are cheaper and stronger, and occupy less freight space. Further, before the war the steamship companies carried bales of paper at a lower freight rate than they did cases. For baling, the paper should be wrapped in oil-paper and hessian, and hydraulically press-packed. The bale should then be made up, top and bottom, with three-quarter-inch boards strengthened across by four stout battens on both top and bottom, 1½-inch by 3-inch, and bound together by ¾-inch iron hoops passing round the bale over the battens, and fastened with a buckle at the side. The method of fastening the ends of the iron hoops with small oval-headed rivets is unsatisfactory, as they work loose and drop out, and the hoops consequently come off. The hoops should further be fastened with one or two short nails to the battens. The use of the narrow and weak hoops should be avoided.

Bale packing will easily carry a weight of a quarter ton gross, beyond which weight it is not generally advisable to go, taking into consideration that from the time the bales are landed in Chile the work of stowing in custom house sheds and delivery to consignees is done by manual labour.

Only the best classes of papers should be packed in cases, and then only when so instructed by the buyer. When cases are asked for they should be strongly made and should have battens at the ends similar in strength to those described for bales, passing round the top, bottom and sides. The battens should be bound, further, with hoop iron, and should be nailed only through to the ends and sides of the case in order to avoid damage to the contents.

STATIONERY, PORCELAIN, GLASS, ETC.

This is a wide line of goods, but all should come in strong cases suited for the class of contents. Heavy or fragile articles such as of metal or porcelain, liable to movement within the package, should be packed in cases subdivided in the interior as the nature of the articles may demand. Porcelain and glass goods may often be advantageously packed in casks.

Exporters of stationery should take careful note of the requirements of their Chilean customers as regards the detailed weights of goods which should be given on the commercial invoice. Take for example the case of boxes of correspondence cards and envelopes. The Chilean custom house charges duty on plain cards at 60 cents a

kilogramme, on gilt-edged cards at 2 dollars a kilogramme, and on envelopes at 1.20 dollars a kilogramme. The importer consequently requires to know the weights of each of these, and also of the cardboard box, given separately on the commercial invoice. Otherwise the custom house at the Chilean end will have to open up the cardboard boxes and weigh the goods there, with consequent trouble, delay, and risk of damage to the goods. The weights should invariably be given in kilogrammes and grammes.

EARTHENWARE FITTINGS.

These have been imported for some time packed with straw wrapped round each article in the package, and the result has been all in favour of this style of packing. Yet it is considered that greater care ought to be taken by packers in binding the straw better with strong cord. A little more cord tied more tightly makes a s lid p reel, with the result that breakage is less. Loose straw round the package is very little protection, and not nearly so effective as the tight parcel.

BATHS.

Baths are at present nested three or four in a crate, with the result that if one bath is broken all are damaged in that crate. They should be packed three in a crate with a strong frame, all the size of the roll or rim of the bath between each bath in the crate, and felt placed all round wherever the bath touches the frame or crate. The three baths should then be securely bound together at the rims before being placed in the crate, so that in the event of the crate being broken the baths still have the frame to protect them.

GENERAL.

Boys' wool jerseys should be packed light in paper, the gross weight is required for customs. Twill shirts should be packed in paper and gross weight given. Ladies' hair nets should be packed light, not one in each envelope, silk ribbon should show the net weight. Velvet ribbon should be packed light, boards should be removed, and the ribbon put up in paper. In the case of ladies' trimmed hats the material used should be stated very clearly, i.e., whether silk, straw, or other material with silk, as the duties vary according to the material, and the customs are very strict in these matters.

Tin plates should be packed in sealed metal cases with an outer wooden covering. When plates are put only in wooden cases the weight of the tin is usually more than the wooden cases can stand. Another advantage of the metal lining is that it keeps out damp and preserves the tin plates from rust.

Anthracite coal should be shipped in double sacks; single sacks are not strong enough to prevent loss.

Colombia.

British consular officers in Colombia desire to direct the attention of United Kingdom exporters to the following points in conjunction with trade with Colombia.

Many important firms dealing with Colombia are of the opinion that packing is perhaps even more important than cheap prices. It is undoubtedly true that once a Colombian firm gets hold of a foreign firm that will take the trouble to follow out carefully packing instructions, they will continue to place orders although cheaper prices may be offered from another quarter. The Colombian customs tariffs are based on a fixed rate per article per kilogramme of gross weight. Owing to the inadequate internal communications of the country, any merchandise brought into the interior must undergo very severe handling and be subjected to many changes from railway to steamer, and from steamer to railway. It is therefore of the utmost importance that any goods

imported into Colombia should be packed in such a way that they will be able to stand the very rough journey inland, and at the same time, that the packing shall be sufficiently light to avoid excessive customs duties. Bales of goods, etc., should, if possible, not exceed 90 kilogrammes, nor should they weigh less than 70 kilogrammes.

CUSTOMS DECLARATIONS.

Close attention should be given to the following:—

When orders are received from Colombian importers, British manufacturers and shippers should insist on the Colombian clearly stating in writing the "Consular Declaration" of each article which will appear on the consular invoice. Heavy fines are imposed under the Colombian law for incorrect declarations, the payment of which the importer will, if he possibly can, place on the shoulders of the shipper.

ADVERTISING.

Insufficient attention is given by British manufacturers to the importance and value of advertising in Colombia. Advertisements should be in Spanish, large, attractive and brightly coloured in order to appeal to the Latin temperament.

CATALOGUES.

Catalogues also should be in Spanish, and it is desirable that if English weights and measures are used, the metric equivalents should be given. Prices may be quoted either in sterling or in North American currency, as both systems are thoroughly understood. In shoe catalogues French and English sizes should be given, and in hat catalogues French, English and Italian sizes, as some clients order in one measurement and some in another.

Attention is also called to the desirability of preparing new and up-to-date catalogues as soon as possible. The experience of most buyers is that catalogues issued before the war or during the first year are practically of no use now owing to the great difference in prices.

Salvador.

The British Consul at San Salvador points out that British exporters show great negligence in their methods of packing. It is false economy to wrap expensive silks (and other goods) in two or three sheets of light brown paper and then to start them on their long journey. A single sheet of corrugated cardboard protects the goods infinitely better, and our American competitors discovered this a long time ago.

He has inspected some cigars from Jamaica which arrived by parcel post. The boxes sent by a British firm were reduced to matchwood and some five hundred good cigars were dust. These had been packed in boxes enclosed in thin paper. The same post brought a lot of five hundred cigars shipped by an American firm in Jamaica. These were carefully packed, with corrugated cardboard over the usual boxes, and not a single cigar was damaged.

Competition is very keen, and, if we are seriously trying to increase our trade, we must watch the important questions of careful packing and prompt delivery with the strictest attention.

"THE CANADIAN VOYAGEUR."

The ss. *Canadian Voyageur* was the first steamer to be turned over to the Canadian Government Merchant Marine, Limited, and was built by Messrs. Canadian Vickers, and is of the 4,300-ton class. At the present time the ship has a cargo of sugar from St. John, N.B., to Bordeaux, France, and is to load back a cargo of China clay from Fowey to Montreal.

The illustration on the front page of this number of the *Weekly Bulletin* shows the vessel in dock at Montreal.

COST OF WIRE USED IN SWEDISH TIMBER RAFT.

With reference to the account of the Swedish timber raft which was put together at Haparanda, Sweden, by a company known as the Rafanut Aktiebolaget, and floated to Copenhagen (see *Weekly Bulletin* 803, page 1159), we are informed that the cost of cabling on the decks and sides amounted to kroner 60,000. There were three cables binding the wood beneath the raft and three on deck, while numerous other cables ingeniously arranged kept the raft intact. The raft was roughly 375 feet long by 50 feet beam, and contained 4,200,000 feet of lumber.

TARIFF CHANGES AND INTERPRETATIONS.

South Africa.

The following tariff interpretations, published for general information by the Commissioner of Customs for the Union of South Africa, have been forwarded, under date of August 19, 1919, from the office of the Canadian Trade Commissioner, Cape Town:—

Article.	Rate.	No. in Tariff.	Rebate upon goods, the growth, produce or manufac- ture of the United Kingdom, etc.
1 Alcoform embalming fluid	Per £100, £20	193	3% ad valorem.
2 Bronze foil (lead foil), x.	" £ 3	117 d	The whole duty.
3 Eyelets, brass (for calendars).	" £20	193	3% ad valorem.
4 "Farotex," a roofing compound	" £20	193	3% ad valorem.
5 Finishing substances for boots and shoes	" £20	193	3% ad valorem.
Russet bottom finish.			
Krownall.			
Heavy bright dressing.			
Currier's finish dressing.			
Elastic stain.			
6 Finishing substance for leather	Free.	167	-
Kromoid (wax), Waxol.			
7 "Hemolin," a dye for manufacturing.	Free.	167	-
8 Lifting jacks (all).	Per £100, £ 3	119	The whole duty.
9 "Matex," a roofing compound, xx.	" £20	193	3% ad valorem.
10 Nasal douche (glass), xxx.	Free.	188 a	
11 "No Fly" disinfectant.	Per £100, £20	193	3% ad valorem.
12 "Rhusol" (a drier used in paints and varnish).	" £20	193	3% ad valorem.
13 "Rufix," a roofing compound.	" £20	193	3% ad valorem.
14 Stearn's wine of cod liver oil extract and pepton- ate of iron.	" £25	68	3% ad valorem.
15 Steel ledger backs	" £20	193	3% ad valorem.
16 Silician earth (for putty).	" £20	193	3% ad valorem.
17 Tanning substances, Muskegon extracts, Korean M. crystals.	Free.	167	
18 Vegetable black (for boot polish)	Per £100, £20	193	3% ad valorem.
19 Weir shutters (for irrigation).	" £ 3	114 a	The whole duty.
20 Weir shutters (for municipal water supply)	" £20	193	3% ad valorem.
21 Wellsworth improved case lettering press, etc.	" £20	193	3% ad valorem.

x.	Amends decision given in Tariff Interpretation				No. 26 of 22nd Nov., 1917.
XX.	"	"	"	"	No. 23 of 8th May, 1917.
XXX.	"	"	"	"	No. 31 of 14th March, 1919.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending Sept. 26, 1919.	Wheat.	Oats.	Barley	Flax.	Rye.	Totals
	Bushels.	Bushels.	Bushels	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	388,678	48,271	60,511	174	51,044	543,678
Empire Elevator Co.	251,369	37,740	13,011	5,065	9,102	316,287
Consolidated Elevator Co.	309,302	2,675	16,045	5,164	14,274	347,460
Ogilvie Flour Mills Co.	465,762	18,969	49,807	.....	27,631	562,169
Western Terminal Elevator Co.	174,506	19,306	6,080	3,926	2,598	206,416
G. T. Pacific	426,503	104,880	20,240	7,432	8,509	567,564
Grain Growers' Grain Co.	365,238	164,054	111,714	.....	62,638	703,644
Fort William Elevator Co.	161,025	59,412	24,556	344	10,739	256,076
Eastern Terminal Elevator Co.	7,569	13,194	.....	.....	.....	20,763
Northwestern Elevator Co.	338,848	56,980	34,981	23	9,288	440,120
Port Arthur—						
Port Arthur Elevator Co.	581,144	142,461	78,777	27	45,570	847,979
Sask. Co-operative Elevator Co.	810,554	86,615	43,728	10,392	3,066	954,355
Canadian Government Elevator.	137,881	65,469	10,256	3,251	.....	224,855
Can. Govt. Elev., for acct. Imp. Govt. }				63	7,998	63
Thunder Bay.	274,549	190,466	38,362	1,015	14,127	518,509
Davidson & Smith.	101,867	79,486	34,075	.....	5,050	220,478
Eastern-Richardson.	150,608	23,357*	253	1,856	13,989	189,575
Vancouver Can. Govt. Elevator. ....	.....	21,192	.....	.....	.....	21,192
Total Terminal Elevators	4,940,403	1,134,527	541,890	38,722	285,623	6,941,165
Saskatoon Can. Govt. Elevator	2,984	20,392	1,538	.....	.....	24,914
Moosejaw Can. Govt. Elevator.	11,569	36,993	5,270	568	5,671†	61,341
Calgary Can. Govt. Elevator.	878	24,160	8,904	113	1,270	35,056
North Transcona C. P. R. ....	.....	.....	None	in store.	1,000†	1
Total Interior Terminal Elevators. .	15,431	81,545	15,712	681	7,942	121,311
Depot Harbour ....	.....	.....	None	in store.	.....	.....
Midland—						
Aberdeen Elevator Co.	129,472	12,020	.....	.....	.....	141,492
Midland Elevator Co.	54,460	.....	.....	.....	.....	54,460
Tiffin, G. T. P.	2,299	.....	.....	.....	.....	2,299
Port McNicoll.	267,141	23,112	9,969	.....	.....	300,222
Collingwood ....	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator & Transit Co.	515,337	223,965	.....	.....	.....	739,302
West. Can. Flour Mills Co., Ltd. ....	.....	.....	Not	reported.	.....	.....
Toronto—						
Campbell Flour Mills Co.	47,290	25,125	2,480	.....	.....	74,895
Kingston—						
Montreal Transportation Co. ....	.....	.....	.....	.....	.....	.....
Commercial Elevator Co. ....	.....	.....	.....	.....	.....	.....
Port Colborne Dom. Govt. Elevator. ....	.....	.....	.....	.....	.....	.....
" Maple Leaf Mill'g Co., Ltd.	122,226	.....	.....	.....	.....	122,226
Prescott ....	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners No. 1.	61,628	432,775	641,362	.....	14,343	1,150,108
" " No. 2.	250,103	262,387	280,748	.....	51,102	844,340
Montreal Warehousing Co.	39,148	44,332	45,872	.....	.....	129,352
Ogilvie Flour Mills Co.	379,868	.....	.....	.....	.....	379,868
Quebec Harbour Commissioners.	111	25,214	.....	.....	.....	25,325
West St. John, N.B., C. P. R.	19,321	.....	.....	.....	.....	19,321
Halifax, N.S., Can. Nat. Rys.	82,399	.....	.....	.....	.....	82,399
Total Public Elevators.	1,970,803	1,048,930	980,431	.....	65,445	4,065,609
Total quantity in store.	6,926,637	2,265,002	1,538,033	39,403	359,010	11,128,085

* Barley overshipped.

† Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended September 26, 1919.**

Grades.	On Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		17,091			17,091
No. 1 Northern.....		1,796,685	14,912	779,942	2,591,539
No. 2 ".....		1,066,429	501	529,346	1,596,276
No. 3 ".....		883,252		405,312	1,288,564
No. 4 Wheat.....		280,850	18	22,881	303,749
No. 5 ".....		106,766		113	106,879
No. 6 ".....		18,448		8,160	26,608
Other.....		770,882		225,049	995,931
Totals.....		4,940,403	15,431	1,970,803	6,926,637
Oats—					
No. 1 C. W.....		4,017			4,017
No. 2 ".....		261,932	8,892	475,487	746,311
No. 3 ".....		351,044	3,155	210,458	564,667
Ex. No. 1 Feed.....		41,066	2,567	127,263	170,896
No. 1 Feed.....		127,803	24,260	62,284	214,347
No. 2 ".....		260,278	26,225	79,119	365,622
Other.....		88,387	16,436	94,319	199,142
Totals.....		1,134,527	81,545	1,048,930	2,265,002
Barley—					
No. 3 extra C. W.....		709			709
No. 3 C. W.....		157,478	1,673	281,800	440,951
No. 4 ".....		186,746	4,619	597,805	789,170
Feed.....		109,186	3,915	24,577	137,682
Rejected.....		49,987	3,092	73,769	126,848
Other.....		37,784	2,409	2,480	47,673
Totals.....		541,890	15,712	980,431	1,538,033
Flax—					
No. 1 Northwestern Canada.....	63	24,149	674		25,886
No. 2 C. W.....		5,271			5,271
No. 3 ".....		5,216	4		5,220
Rejected.....					
Other.....		4,023	3		4,026
Totals.....	63	38,659	681		39,403
Rye—					
No. 1 C. W.....		3,314			3,314
No. 2 ".....		192,143			192,143
No. 3 ".....					
No Grade.....		11,538			11,538
Rejected.....		36,583			36,583
Other.....		42,045	1,271	65,445	108,761
Totals.....		285,623	1,271	65,445	352,339
Corn.....			6,661		6,671
Total quantity in store...	63	6,941,102	121,311	4,065,609	11,138,085

Wheat and other Grain in Store at Terminal Elevators, Interior Terminals and Public Elevators in the East, on September 26, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>September 26, 1919—</i>			
Terminal Elevators.....	4,940,403	2,000,762	6,941,165
Interior Terminals.....	15,431	105,879	121,310
Public Elevators in the East.....	1,970,803	2,094,806	4,065,609
Total.....	6,926,637	4,201,447	11,128,084
<i>September 27, 1918—</i>			
Terminal Elevators.....	1,649,201	2,465,099	4,114,300
Interior Terminals.....	20,848	171,046	191,894
Public Elevators in the East.....	284,322	1,530,541	1,914,863
Total.....	1,954,371	4,266,686	6,221,057
<i>September 28, 1917—</i>			
Terminal Elevators.....	5,422,626	3,472,443	8,895,069
Interior Terminals.....	103,954	86,272	190,226
Public Elevators in the East.....	2,238,179	896,408	3,134,587
Total.....	7,764,759	4,455,123	12,219,882
<i>September 29, 1916—</i>			
Terminal Elevators.....	4,457,896	3,041,895	7,499,791
Interior Terminals.....	291,473	75,023	366,496
Public Elevators in the East.....	4,615,204	8,836,326	13,451,530
Total.....	9,364,573	11,953,244	21,317,817
<i>October 1, 1915—</i>			
Terminal Elevators.....	8,176,140	1,672,064	9,848,204
Interior Terminals.....	38,576	1,253	39,829
Public Elevators in the East.....	784,143	376,440	1,160,583
Total.....	8,998,859	2,049,757	11,048,616
<i>October 1, 1914—</i>			
Terminal Elevators.....	16,851,831	5,182,990	22,034,820
Public Elevators in the East.....	3,922,860	877,814	4,800,674
Total.....	20,774,690	6,060,804	26,835,494

Quantity of United States Grain in Store at Public Elevators in the East for the week ended September 26, 1919.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Midland Elevator Co.....				348,440		348,440
Montreal—						
Harbour Commissioners No. 1.....			33,426		14,830	48,256
" " No. 2.....		65,755		29,889	1,014	96,658
Montreal Warehousing Co.....	59,578					59,578
Total.....	59,578	65,755	33,426	621,178	15,844	795,781

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the twelve months ended August 31, 1919.

	Receipts.							
	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
September, 1918.....	4,140,197	111,683	438,583	9,757	43,460	.....	4,743,680	863,660
October, 1918.....	22,978,200	806,095	1,203,688	215,138	145,059	.....	25,348,180	1,651,530
November, 1918.....	24,310,613	1,028,518	748,913	410,288	182,268	.....	26,680,630	2,576,044
December, 1918.....	20,280,990	1,550,028	1,027,251	472,580	196,696	.....	23,527,545	2,991,440
January, 1919.....	8,270,908	938,299	747,006	241,789	71,421	.....	10,269,423	1,809,470
February, 1919.....	4,800,827	926,035	455,380	133,164	44,872	.....	6,360,278	1,530,515
March, 1919.....	2,342,829	713,802	454,103	57,636	47,760	.....	3,616,130	453,957
April, 1919.....	2,763,655	1,301,826	1,049,963	93,658	85,702	.....	5,294,804	945,432
May, 1919.....	4,285,151	1,629,382	867,379	151,782	28,933	.....	6,902,627	1,296,436
June, 1919.....	687,341	809,042	649,258	61,233	15,734	.....	2,222,608	350,490
July, 1919.....	1,355,667	1,919,344	1,642,380	197,733	51,896	108,603	5,255,623	2,201,530
August, 1919.....	1,279,862	1,129,844	717,623	30,000	56,415	93,028	3,306,772	1,428,782
Total, 12 months ending August, 1919....	97,476,240	12,863,923	10,001,527	2,074,758	970,216	201,631	123,588,300	18,099,286
Total, 12 months ending August, 1918....	115,227,141	29,557,530	7,470,166	3,953,652	212,395	1,025	156,421,909	24,802,893
	Shipments.							
	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
September, 1918. { Lake. 1,583,608	.....	.....	.....	15,353	.....	.....	1,598,961	—
{ Rail.. 562,535	377,450	162,115	32,505	3,499	.....	.....	1,138,104	1,466,940
October, 1918.... { Lake. 12,420,727	.....	176,464	82,347	.....	.....	.....	12,679,538	—
{ Rail.. 394,922	322,160	177,649	18,923	24,054	.....	.....	937,708	985,655
November, 1918. { Lake. 30,171,908	.....	129,484	147,926	.....	.....	.....	30,449,318	—
{ Rail.. 1,496,891	1,070,895	246,709	21,518	57,880	.....	.....	2,893,893	1,200,120
December, 1918. { Lake. 6,393,269	.....	67,076	286,633	106,475	.....	.....	6,853,453	—
{ Rail.. 2,097,028	1,172,678	60,563	152,855	1,034	.....	.....	3,484,158	591,680
January, 1919... { Lake. ....	.....	.....	.....	.....	.....	.....	.....	.....
{ Rail.. 620,326	546,493	47,425	170,884	5,511	.....	.....	1,390,639	914,870
February, 1919. { Lake. ....	.....	.....	.....	.....	.....	.....	.....	.....
{ Rail.. 173,276	386,765	119,282	74,118	10,306	.....	.....	763,747	481,215
March, 1919.... { Lake. ....	.....	.....	.....	.....	.....	.....	.....	.....
{ Rail.. 191,343	359,085	255,208	166,947	.....	.....	.....	972,583	248,515
April, 1919..... { Lake. 9,804,833	111,613	1,162,575	160,348	159,305	.....	.....	11,398,674	—
{ Rail.. 186,641	468,153	35,255	32,709	.....	.....	.....	722,758	349,427
May, 1919..... { Lake. 22,919,826	1,260,661	3,152,866	292,079	133,299	.....	.....	27,758,731	437,338
{ Rail.. 298,791	834,496	102,819	17,527	2,415	.....	.....	1,256,048	760,796
June, 1919..... { Lake. 3,650,440	1,186,497	1,601,605	127,925	100,712	.....	.....	6,667,179	67,770
{ Rail.. 225,667	770,030	37,670	18,144	.....	.....	.....	1,051,511	1,152,589
July, 1919..... { Lake. 2,090,050	2,376,341	1,056,623	165,312	173,468	.....	.....	5,861,794	—
{ Rail.. 276,739	208,438	34,068	37,621	.....	25,972	.....	582,838	1,055,550
August..... { Lake. 1,382,266	1,839,181	1,748,816	115,307	18,537	.....	.....	5,104,107	7,463,984
{ Rail.. 240,171	396,747	107,582	26,075	4,481	175,684	.....	950,740	1,658,690
Total, 12 months August, 1919. { Lake. 90,416,927	6,774,293	9,095,509	1,393,230	691,796	.....	.....	108,371,755	7,969,092
{ Rail.. 6,764,330	6,913,390	1,386,343	769,826	109,180	201,656	.....	16,144,727	10,866,047
Total, 12 months August, 1918. { Lake. 99,753,879	18,002,124	5,108,398	3,261,534	63,585	.....	.....	126,189,620	1,710,404
{ Rail.. 17,408,487	11,508,067	1,690,736	906,910	139,414	1,025	.....	31,654,639	21,494,193

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended September 26, 1919.

TERMINAL ELEVATORS.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts. . . . Rail. . . .	3,333,433	565,247	283,186	9,979	60,599	4,252,444
Shipments:						
Lake.	2,955,994	263,823	54,248			3,274,065
Rail.	63,735	84,329	21,820	4,281	1,131	135,296

INTERIOR TERMINALS, ELEVATOR.

Receipts. Rail. . . .	17,318	11,985	3,919			33,222
Shipments:						
Rail.	16,888	34,668	2,802			54,358

PUBLIC ELEVATORS IN THE EAST.

Receipts. { Rail. . . .	1,105,608	15,208	107,672		13,544	1,242,032
{ Vessel. . .	2,426,918	426,907	260,330		9,987	3,124,142
Shipments:						
Water	1,068,928	235,186	152,436			1,456,550
Rail.	2,068,200	306,848	134,446		9,030	2,518,534

RECAPITULATION.

Receipts. { Rail. . . .	4,456,359	592,440	394,777	9,979	74,143	5,527,698
{ Vessel. . .	2,426,918	429,907	260,330		9,987	3,124,142
Shipments:						
Water	4,024,922	499,009	206,684			4,730,615
Rail.	2,148,833	425,845	159,068	4,281	10,161	2,748,188

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," OF THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, OR THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER. VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

2808. **Representation in Great Britain, France and Belgium.**—A commission agent who is leaving Canada at the end of October for Great Britain, France and Belgium, desires to represent Canadian manufacturers in these countries in the following lines: Wooden handles (axe, hammer, pick, shovel, etc.), washing machines, washboards, thread spool, kitchen cabinets, wringers, step-ladders, kitchen furniture.

2809. **Representation in Cape Town.**—A South African officer shortly to be demobilized wishes to get into touch with Canadian manufacturers desirous of securing representation at Cape Town.

2810. **Chocolates, chewing gum.**—A correspondent in Cheshire is desirous of getting into touch with Canadian manufacturers of chocolates and chewing gum.

2811. **Chocolates.**—A London merchant firm stated to have a large market for Canadian chocolate ask for names of manufacturers seeking export trade.

2812. **Log saws.**—A London merchant firm ask for names of Canadian manufacturers able to supply multiple vertical log saws.

2813. **Veneer.**—A Belgian company who are large and regular buyers of counter-veneered three-ply birchwood panels and other veneers, would be glad to negotiate with Canadian manufacturers who can supply what is required. Samples and specification available at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

2814. **Iron wire and bottling wire.**—A Glasgow company who are purchasers of iron wire and bottling wire wish to get into touch with Canadian manufacturers.

2815. **Wire.**—A London firm wish to effect connections with Canadian manufacturers of wire who are not already represented in the United Kingdom.

2816. **Medicine bottles.**—A London drug company wish to obtain supplies of medicine bottles, and ask for the addresses of Canadian manufacturers.

2817. **Mattress wire.**—A London company who are open to purchase mattress wire ask to be put in touch with Canadian manufacturers.

2818. **Wire.**—A Birmingham engineer and contractor wish to represent upon a commission basis Canadian manufacturers of mild-steel and cast-steel wires for all purposes in rounds and sections and straight lengths, piano wire, aeroplane wires, armature binding wire, and silver steel, or if required, would buy outright.

2819. **Confectionery.**—A London firm of wholesale and manufacturing confectioners would be glad to receive offers of chocolates and other confectionery from Canadian manufacturers.

2820. **Barrel staves.**—Inquiry is made on behalf of an importer in London, England, for large quantities of white oak barrel staves, sizes 28 by 4 and 6 by $1\frac{1}{2}$ inch.

2821. **Heads for golf clubs.**—A West Hartlepool firm ask as to the possibility of securing in Canada rough-turned heads for golf clubs, in persimmon or cornel.

2822. **Doors.**—A Liverpool firm of builders' merchants, who expect to have large requirements of imported doors early next year, ask to be placed in touch with importers.

2823. **Wire.**—A Halifax firm ask to be placed in touch with exporters of annealed No. 14 wire for redrawing.

2824. **Apples.**—A Lancashire firm ask to be placed in touch with exporters of apples with a view to purchase.

2825. **Hickory squares.**—A West Hartlepool firm make inquiry for hickory squares 45 inches by $\frac{7}{8}$ by $\frac{7}{8}$, and 42 inches by $\frac{7}{8}$ by $\frac{7}{8}$.

2826. **Dowels.**—A West Hartlepool firm make inquiry for birch and maple dowels 12-inch rising by 6-inch lengths to 72-inch, and in diameter $\frac{3}{16}$ -inch rising by $\frac{1}{16}$ -inch to 1-inch.

2827. **Wire.**—A Warrington firm ask for quotations on the following classes of wires in 50 to 100-ton lots: Netting weaving wire, 19 to 22 $\frac{1}{2}$ S.W.G.; tinned mattress wire 22 $\frac{1}{2}$ to 24 S.W.G.; hard drawn nail wire from 6 to 12 S.W.G.

2828. **Chocolate.**—A Liverpool firm ask to be placed in touch with exporters of chocolate.

2829. **Hay.**—A Liverpool firm ask to be placed in touch with exporters with a view to business as soon as freight space and rate conditions permit.

2830. **Hay.**—A Liverpool firm ask to be placed in touch with exporters of hay with a view to business as soon as freight space and rate conditions permit.

2831. **Wire rods.**—A Lancashire firm ask for quotations on open hearth basic wire rods .50 per cent, .60 per cent carbon, in 5 or 6 standard gauge, which is .212-inch or .192-inch diameter, in coils of not less than 120 pounds.

2832. **Tinned wire.**—A Warrington firm ask to be placed in touch with exporters of tinned bottling and mattress wire.

2833. **Wire rods.**—A Warrington firm ask to be placed in touch with exporters of wire rods.

2834. **Acetic acid.**—A Manchester firm are open to purchase crude acetic acid 92 per cent. Samples should accompany lowest prices.

2835. **Lead.**—A Manchester firm are open to purchase large quantities of genuine dry white lead and genuine dry red lead. Samples must accompany lowest prices, Canadian seaboard.

2836. **Wood alcohol.**—A Manchester firm can take large quantities of crude wood alcohol. Prices must be c.i.f. Liverpool, Manchester or Glasgow.

2837. **Clothes airers.**—An English firm are open to purchase large quantities of wood clothes airers, sample of which can be seen at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

2838. **Wood manufactures.**—An English firm would like to hear from manufacturers of small wood goods, particularly household utensils, parts of toys, and turned handles.

2839. **Agencies.**—A manufacturers' representative, with well-established connections in South Africa, seeks the agency for Canadian toys, novelties, games, fancy leather goods, such as purses, bags, suitcases, etc. Correspondence requested.

2840. **Aluminiumware.**—A South African firm of manufacturers' representatives wish to get in touch with Canadian manufacturers of aluminiumware and enamelware, with a view to obtaining agency.

2841. **Fruits, dried and canned.**—A party in Bucharest, Roumania, is desirous of entering into commercial relations with manufacturers and exporters, especially interested in dried and canned fruits.

2842. **Envelopes.**—A firm in Lima, Peru, are desirous of getting in touch with manufacturers of envelopes of all classes and sizes.

2843. **Dried fruits, apples, lumber.**—An import and export firm in Buenos Aires, Argentine, desire to get in touch with exporters of dried fruits, apples and lumber.

2844. **Alimentary products.**—A firm in Gall, Switzerland, desire to get in touch with Canadian houses exporting the following: spices, rice, sugar and glucose, alimentary oils and fats, dried fruits, jams and jellies, beans, lentils, coffee, starch, condensed milk, salted meat, honey, tea, etc.

2845. **Canned goods.**—A firm of commission merchants in Paris, France, wish to communicate with manufacturers of canned fruits, vegetables and fish, desiring a representative in France, especially Paris and the northern regions.

2846. **Implements.**—Inquiry is made on behalf of a firm in Trinidad who wish to get in touch with manufacturers of implements for the following: clearing, felling and stumping forest land; digging surface drains by mule; artificial drying of cocoa and copra; washing cocoa.

2847. **Fish, potatoes.**—A firm of importers in Havana, Cuba, wish to secure supplies of fish and potatoes.

2848. **Canned goods, chemicals, grains.**—An importer in Paris, France, would like to get in touch with exporters of canned meats, chemicals or grains, with a view to representing them in France.

2849. **Tinplates, etc.**—A company in Osaka, Japan, desire to communicate with exporters of tinplate, corrugated iron plates, lead, etc.

2850. **Alimentary products.**—A wholesale agent in Porto Rico is interested in securing representation for exporters of rice, beans, peas, canned goods, pork and beef products and other food products.

2851. **Representation.**—An agent in Paris, France, would like to represent exporters of hardware, cutlery, carpets, canned goods, preserves, fish, fruits, jam, etc.

2852. **Addressing machines.**—A firm in Paris, France, desire to get catalogues, prospectuses and price lists of addressing machines.

2853. **Foodstuffs.**—Several gentlemen in Paris, France, desire to obtain exclusive agencies for Canadian houses dealing in canned goods, fish and alimentary products.

2854. **Dried fruits.**—An importer in Amsterdam, Holland, is desirous of being placed in communication with Canadian fruit driers, especially driers of apples.

2855. **Senega.**—A firm in the United States desire to be brought in touch with Canadian exporters of senega.

2856. **Boots and shoes.**—A commercial agent in Paris, France, who is on his way to Canada to arrange for the importation on a large scale of Canadian-made boots and shoes, desires to be brought in touch with Canadian manufacturers.

2857. **Agency in Holland.**—A company of importers in Amsterdam, Holland, with a branch office in Toronto, desire to be brought in touch with Canadian manufacturers who are interested in export trade. They will be glad to send samples over and show them in their sales rooms and everything they can to find a market in Holland.

2858. **Foodstuffs, chemical products and dyestuffs.**—A company in Salonica, Greece, are interested in foodstuffs in general, as well as chemical products and dyestuffs.

2859. **Furniture, canned fruits and vegetables.**—A firm of importers in Arequipa, Peru, are desirous of receiving catalogues and price lists from Canadian manufacturers of furniture who think of exporting to this market. They also want catalogues, price lists and samples of canned fruits and vegetables.

2860. A firm of general merchants and importers in London, England, with branches in Piræus, Salonica, and agencies in other Near Eastern and Balkan centres, desire to secure agencies from first-class Canadian manufacturers who are exporting in the following lines: leather, wire nails, hot water boilers and radiators, steam shovels, rails and accessories, bridging materials, fertilizers, including nitrate of soda,

sulphate of ammonia, superphosphates, guano, etc., flour, wheat, barley, oats, and other cereals.

2861. An importer in Paris is desirous of getting in touch with Canadian firms so as to import into France the following goods: Flax, canned goods, such as meat, vegetables, fish, lobster, etc., linseed oil, oilcake, furs, skins, lumber, portable houses, doors and windows and all woodenware, nails, tools, agricultural machinery, sewing machines, typewriters, leathers, shoes and furniture.

2862. **Foodstuffs, machine tools, small tools.**—A Paris gentleman who before the war was in insurance business is now forming partnership with buyer for large Parisian houses, and they wish to get into touch with Canadian firms who want representatives here or open warehouses for stocking goods. Wish to handle foodstuffs, machine tools and small tools.

2863. **Boots, shoes, and sandals.**—A long-established Parisian house wants good line of children's and misses' shoes, boots and sandals, to handle; also women's shoes and boots. Wants to find a house who will store these goods in warehouse in France, so that they may have deliveries assured and be able to do business quickly. Willing to pay for goods on withdrawal from warehouse. Is now buying goods from Canada, paying months ahead of delivery. He must have goods in France to draw from in order to do a good business, and can put up all the guarantees wanted. He is handling a farmers' and workmen's shoe which can be utilized for both working and "going-out." This shoe is of good quality, nevertheless, and is sold all over the country and provincial towns. Concern has capital of 500,000 francs at least; this means liquid assets. House has existed in Rheims for sixty years.

2864. Roumanian merchant wants to get in communication with Canadian manufacturers and exporters of:—

1. Material for construction—
 - (a) Rolling stock railroads.
 - (b) Mining railway material.
 - (c) Tramways material.
 - (d) Bridge material.
 - (e) Asbestos and metal roofing.
 - (f) Hardware.
2. Clothing.
3. Industrial material—
 - (a) For textile construction.
 - (b) Leather and leather belting.
 - (c) Rubber for all purposes.
 - (d) Material for various manufactures.
4. Motors and automobiles.
5. Electrical apparatus.

The inquirer writes: "Roumania lacks, though she is rich in timber forests, oil, petrol, cereals, linseed oil and colzac, while the wheat crop is enormous this year. Correspondents to communicate direct with the Commissioner General for Canada, 17 Boulevard des Capucines, Paris, referring to number of this inquiry.

2865. **Quartz.**—A firm in the United States desire to purchase one car a week of high-grade quartz.

2866. **Eggs.**—A Manchester firm are in a position to place large orders for Canadian eggs in the near future.

2867. **Eggs.**—A Manchester firm are open to purchase quantities of fluid eggs.

2868. **Eggs.**—An influential Manchester firm wish to receive quotations on eggs for present and future deliveries.

2869. **Automobile accessories.**—A Glasgow firm ask to be placed in communication with exporters of automobile lamps, tires, plugs, mechanical and electrical horns, etc.

2870. **Wire nails.**—A Glasgow firm who have branches in India and Australia, ask for sources of supply of wire nails with a view to arranging export to these countries.

2871. **Sheet steel, etc.**—A Glasgow firm who have branches in India and Australia, ask for sources of supply of sheet steel, etc., with a view to arranging export to these countries.

2872. **Confectionery.**—A Glasgow firm who have already placed large orders for assorted chocolates from Canada, would like to hear from exporters of white peppermint creams, penny or twopenny confectioners' novelties, cream caramels, marshmallows, etc.

2873. **Asbestos woven cloth.**—A Stirling (Scotland) firm make inquiry as to the possibility of securing supplies of asbestos woven cloth from Canada.

2874. **Weaving wire.**—A Glasgow firm are in the market for soft mild steel weaving wires, in white annealed, tinned and galvanized qualities, in sizes from 20 W.G. to 40 S.W.G., .0048 diameter.

2875. **Oregon pine (Douglas fir) deck deals.**—A Rotterdam firm of lumber importers would like to get in touch with British Columbia mills making Oregon pine (Douglas fir) deck deals.

2876. **Plywood.**—A Rotterdam firm of lumber importers would like to get in touch with Canadian manufacturers of plywood.

2877. An official of the French Government who was charged with important administrative duties during the war, being now on extended leave of absence, desires to obtain the representation of the Alsatian provinces for Canadian food products. He would be pleased to receive samples and prices plus rate of exchange f.o.b. of the following: Smoked ham and shoulders, smoked sausages, smoked bacon, salted bacon, smoked pork (ordinary), lard, butter, cheese of all kinds, haricot peas, dried beans, dried haricots, divers; apples, pears, peaches, apricots, plums, salmon, herrings, sardines, cod and lobster. Full particulars as to terms and agents' commissions.

2878. **Lumber.**—An importer in Paris, France, having big orders from the principal contractors working in the liberated regions, wishes to secure supplies of lumber from Canada. He asks Canadian exporters to forward the following particulars:—

1. An inventory of the stock they can dispose of.
Kinds of wood (oak, balsam, fir, pine).
Nature of production (boards, planks, fir-beams, 0', 65-0, 17).
Dimensions and qualities.
Quantities by m3 by nature of production.
Price f.o.b. or c.i.f.

2. What monthly production could these manufacturers supply?

2879. **Agencies.**—A business man with over thirty-five years' experience in England and Canada, and having an old-established connection in England, France, Belgium and Italy, wishes to secure agencies for Canadian foodstuffs, Canadian machinery, lumber, bentwood goods and other articles. Highest references in Montreal and England.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 **R.S.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 **R.S.**—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 **R.S.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 **R.S.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 **R.S.**—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 **R.S.**—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over for the export of machinery and metal lines.

12 **R.S.**—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to estab-

lish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 **R.S.**—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 **R.S. Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 **R.S. Steel and iron products, machinery, etc.**—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 **R.S.**—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 **R.S.**—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 **R.S.**—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 **R.S.**—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S. Agencies in China.**—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S. Agencies.**—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25 **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30 **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31 **R.S.** Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32 **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

NEW INCORPORATIONS.

Dominion.

Fire Security Appliances, Limited. Incorporators: Thomas Herbert Hyder and Howard Gladstone Haddow, accountants; William Lucas, barrister-at-law; James William Field, rancher; and James Earns Hemmenway, financial agent—all of Swift Current, Sask. Capital \$20,000, divided into 400 shares of \$50 each. Chief place of business, Swift Current, Sask.

Bon Marche Manufacturing Company, Limited. Incorporators: John Edward Bates, Edgar Worth, Joseph William Worth, and Walter Garlick Worth, manufacturers; Edward Bruce Fowler, wholesale merchant; Wilfrid Raderhurst Morris, F.C.A., chartered accountant; and John Edmund Lyonel Goodwill, barrister-at-law—all of Peterborough, Ont. Capital \$100,000, divided into 2,000 shares of \$50 each. Chief place of business, Peterborough.

The Smith Doll and Toy Company, Limited. Incorporators: George Robert Smith, manufacturer; Rymal William Smith, seed merchant; Walter Tyrie Robb, barrister-at-law; Thomas Marshall, merchant; and Anna McKean, stenographer—all of Dunnville, Ont. Capital \$150,000, divided into 1,500 shares of \$100 each. Chief place of business, Dunnville, Ont.

Lake Ports Navigation Company, Limited. Incorporators: Frederick Gifford Crosby and Frank Peter Walsh, gentleman; and William Francis Drohan, agent—all three of Milwaukee, Wis.; William James Barber, accountant; Alexander Steves Burnham, barrister-at-law; Clare Judge and Margaret Elizabeth Fischer, stenographers—all four of Sarnia. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Sarnia.

The National Farming Machinery, Limited. Incorporators: Romeo Langlais, Armand LaVergne, Antonio Langlais, Ernest Roy, lawyer, and Gustave Garant, accountant—all of Quebec. Capital \$4,000,000, divided into 40,000 shares of \$100 each. Chief place of business Montmagny, Que.

Paxton-Mitchell, Limited. Incorporators: George Gordon Hyde, K.C.; John Gerard Ahern, advocate; Roland Cameron Grant, accountant; Robert John Forster, secretary—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Shoecraft, Limited. Incorporators: Samuel William Tilden and Samuel Foster Tilden, managers; and Mabel Benedict Tilden, wife of the said Samuel Tilden—all three of Westmount; Frederick Herbst Heinzer, sales manager; and Minnie Edna Heinzer, wife of the said Frederick Herbst Heinzer—both of Montreal. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal. (Private company.)

M. E. Casey Company, Limited. Incorporators: Michael Arthur Phelan, of Westmount, K.C.; Charles Gouverneur Ogden, K.C.; Charles Stuart LeMesurier, advocate; Joseph Alphonse L'Heureux, book-keeper; and Lillian Montgomery Gamble, stenographers—all of Montreal. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

Telbax of Canada, Limited. Incorporators: Henry James Neal and James Carr Scofield, manufacturers; Katherine Bay Neal, married woman; William Michael Egan, student-at-law; and Wilfrid Daniel Rosch, solicitor—all of Windsor, Ont. Capital \$300,000, divided into 30,000 shares of \$10 each. Chief place of business, Windsor, Ont.

Canadian Edison Appliance, Limited. Incorporators: William Alfred James Case, solicitor; James Broadbent Taylor and George Evans Atwood, accountants; Thomas Delany and George Meredith Buycke, students-at-law; Clifford Gordon

Lynch, secretary; and William Morley Smith, barrister—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Toronto.

Ranch Owners, Limited. Incorporators: William David Spence, accountant; Byron Ormsby Switzer, farm manager; Christina Agnes Switzer, May Caldwell and Margaret Galbraith, stenographers—all of Calgary. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Calgary.

Houlding and Walker, Limited. Incorporators: Reginald Lloyd Houlding and Irving Walker, automobile dealers; Franklin Leon Johnson, mechanical engineer; Arthur Caton Percy, merchant; and Jack Albert Waddell, manufacturer—all of Brantford. Capital \$100,000, divided into 4,000 shares of \$25 each. Chief place of business, Brantford.

British Columbia.

Cameron Construction Company, Limited. Capital \$50,000. Registered office, Victoria.

Impex Company, Limited. Capital, \$100,000. Registered office, Vancouver.

Monarch Oil and Natural Gas Company, Limited. Capital, \$5,000,000. Registered office, Vancouver.

DIRECT STEAMSHIP SERVICE BETWEEN CANADA AND NORWEGIAN PORTS.

The Canadian Pacific Ocean Services, Limited, has entered into arrangement with the Norwegian-America Line for the establishment of direct steamship service between Canada and Norwegian ports.

The service for the present will be a cargo one, and will be inaugurated with the sailing of the ss. *Ranenfjord* from Montreal on or about October 15. The ports of call in Norway are Bergen, Stavenger, and Christiania, with transshipment facilities for outports. If sufficient inducement offers, additional ports of call could, however, be arranged for direct discharge.

The Canadian Pacific Ocean Services, Limited, will act as agents for the line, and applications to any of their general agents or to their head office, Room 21, Board of Trade Building, Montreal, for rates, space or other information will be given prompt attention.

In a recent report received from the company's representative in London as to the possibilities of trade between Canada and Scandinavia, the following information is given:—

“The most important importers and exporters have had considerable business with Canada in the past and all seem anxious to enter into trade relations with our country. The pre-war imports into Norway alone amounted in grain and flour (chiefly rye flour) to 500,000 tons per annum, dried and preserved fruits 15,000 to 20,000 tons, canned foodstuffs 11,000 or 12,000 tons, sugar 55,000 tons. Very little, if any, of this has come to Canada in the past. Nearly all of the agricultural implements were from the United States. This may be accepted generally as the position of other Scandinavian countries also. While in pre-war times the United States only dealt with a very small proportion of these imports, to-day they practically have the bulk of them. The total sugar consumption during the last four years has come practically from the United States. What America does not get is divided between England and Germany, with the bulk in favour of the latter country. Though there is not much to expect in the way of exports at the present time, there are some moving which might be of benefit to Canada.”

DIRECT STEAMER SERVICE BETWEEN VANCOUVER AND MEDITERRANEAN AND NEAR EASTERN PORTS.

The Société Générale de Transports Maritime à Vapeur, of Marseilles, are inaugurating a line of steamships giving direct communication between Vancouver and Mediterranean and Near Eastern ports, and have appointed Messrs. Dingwall Cotts and Co., Vancouver, agents. The first steamer of the new line, the *Mont Cenis*, will load at Vancouver about October 20 for Marseilles and Genoa, and will also take cargo for the Piræus, Smyrna, and other Mediterranean ports, as well as those of the Levant and Black sea.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

**Empress of France*, C.P.O.S. Line, about October 7; *Canadian Seigneur*, Can. Govt. Merchant Marine, Ltd., about October 17; *Minnedosa*, C.P.O.S. Line, about October 16; *Rimouski*, White Star-Dominion Line, about October 18; *Canada*, White Star-Dominion Line, about October 23; *Megantic*, White Star-Dominion Line, about October 31.

MONTREAL TO LONDON.

Vardulia, Cunard Line, about October 9; *Tunisian*, C.P.O.S.-Furness Line (C.P.O.S.), about October 10; *Willaston*, Cunard Line, about October 14; *Montcalm*, C.P.O.S.-Furness Line (C.P.O.S.), about October 14; *Vellavia*, Cunard Line, about October 21; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about October 22; *Grampian Range*, C.P.O.S.-Furness Line (Furness), about October 16; *Grampian*, C.P.O.S.-Furness Line (C.P.O.S.), about October 25; *Cornish Point*, C.P.O.S.-Furness Line (C.P.O.S.), about October 27.

MONTREAL TO ANTWERP.

Messina, C.P.O.S.-Furness Line (Furness), about October 11; *Scotian*, C.P.O.S.-Furness Line (C.P.O.S.), about October 23; *War Beryl*, C.P.O.S.-Furness Line (C.P.O.S.), about October 25.

MONTREAL TO GLASGOW.

Pretorian, C.P.O.S. Line, about October 19; *Saturnia*, Anchor-Don. Line, about October 24; *Holbrook*, C.P.O.S. Line, about October 30.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Dominion, Dominion Line, about October 16; *Monmouth*, C.P.O.S. Line, about October 14; *Virgilia*, Cunard Line, about October 16; *Copenhagen*, Cunard Line, about October 19; *Sardinian*, C.P.O.S. Line, about October 23; *Turcoman*, Dominion Line, about November 14.

* Sails from Quebec.

MONTREAL TO MANCHESTER.

Manchester Hero, Manchester Liners, about October 18; *Manchester Importer*, Manchester Liners, about October 25; *Manchester Division*, Manchester Liners, about November 4; *Manchester Mariner*, Manchester Liners, about November 8.

MONTREAL TO HULL.

Maplemore, Furness Line, about October 9; *Norfolk Range*, Furness Line, about October 31.

MONTREAL TO LEITH.

Cairndhu, Thomson Line, about October 10; *Cairnmona*, Thomson Line, about October 17.

MONTREAL TO DUBLIN.

Carrigan Head, Head Line, about October 10; *Ramore Head*, Head Line, about October 27.

MONTREAL TO BELFAST.

Melmore Head, Head Line, about October 12; *Fanad Head*, Head Line, about October 20.

MONTREAL TO ST. NAZAIRE (FRANCE).

Alston, Can.-French Line, about October 15.

MONTREAL TO HAVRE (FRANCE).

Kamarina, Canadian-Trans-Atlantique Line, about October 15; *Lord Dufferin*, Canadian-Trans-Atlantique Line, about October 18; *Wisley*, Compagnie Can. Trans-Atlantique (Canadian Steamship Lines, general agents), about November 5.

MONTREAL TO BERGEN, STAVANGER AND CHRISTIANIA (NORWAY).

Ranenfjord, Norwegian American Line (C.P.O.S., agents), about October 15.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Settler*, Can. Govt. Merchant Marine, Ltd., about November 7; *Glan McWilliam*, Houston Lines, about October 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin
(*Port Chalmers*).

A Steamer, New Zealand Shipping Co., about October 25.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Warrior, Can. Govt. Merchant Marine, Ltd., about October 29.

MONTREAL TO BARBADOS, TRINIDAD, AND DEMERARA.

Canadian Signaller, Can. Govt. Merchant Marine, Ltd., about October 25.

MONTREAL TO HAVANA (CUBA).

Canadian Sailor, Can. Govt. Merchant Marine, Ltd., about October 10.

MONTREAL TO ST. JOHN'S, NEWFOUNDLAND.

Canadian Adventurer, Can. Govt. Merchant Marine, Ltd., about October 15 (booked full); *Canadian Adventurer*, Can. Govt. Merchant Marine, Ltd., about October 29 (booked full); *Canadian Sower*, Can. Govt. Merchant Marine, Ltd., about November 1.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaudiere, Royal Mail Steam Packet Co., about October 17; *Caraquet*, Royal Mail Steam Packet Co., about October 31; *Chaleur*, Royal Mail Steam Packet Co., about November 14.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, MOJI, SHANGHAI AND HONG KONG.

Canada Maru, Osaka Chosen Kaisha, about October 17.

VICTORIA TO YOKOHAMA, KOBE, MOJI, MANILA AND SHANGHAI.

Mexico Maru, Osaka Chosen Kaisha, about October 29.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Kashima Maru, Nippon Yusen Kaisha, about October 12.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG

Fushimi Maru, Nippon Yusen Kaisha, about November 2.

From Vancouver.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about November 26; *Makura*, Canadian Royal Mail Line, about December 8.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Asia, C.P.O.S. Line, about October 30.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Methven, C.P.O.S. Line, about October 15.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Harold Dollar, Canadian Robert Dollar Co., about October 25.

VANCOUVER TO UNITED KINGDOM PORTS

Architect, Harrison Direct Line, about October 15.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Cyclops, Blue Funnel Line, about October 20 (Victoria about November 4).

CANADIAN ENGINEERING STANDARDS ASSOCIATION

Specifications Now Available.

The secretary of the Canadian Engineering Standards Association, R. J. Durley, M.E.I.C., announces that a stock of a number of the most important publications of the British Engineering Standards Association has now been received, and can be obtained on application. The following list does not include all publications of the British Engineering Standards Association, but covers those of recent issue which have been published under the new regulations. Copies are for sale at the prices stated.

B. E. S. A. Publications.

Interim Memorandum on French Metric Screw Threads for Aircraft Purposes.

Report No. C L 3750.—15 cents, net.

This memorandum describes the system of screw threads for aircraft purposes used by the French military authorities and is accompanied by tables showing limits of size, tolerances, etc., for two grades of fit. The form of thread is that of the Systeme International, in which the crest is cylindrical while the root of the thread is curved in section. The finer tolerances are provided for cases where great accuracy is required. The second grade tolerances are suitable for ordinary bolts and nuts.

British Standard Tables of Pipe Flanges.

Report No. 10—1904. Revised July, 1918.—25 cents, net.

This report gives the British Standard dimensions for pipe flanges for steam and water piping for low pressures and high pressures, dimensions of welded-on flanges for pipe lines for working steam pressures of 125, 225 and 325 pounds per square inch, dimensions for short flanged bends and tees of castmetal for pressures up to 325 pounds per square inch, and dimensions for long bends of wrought iron and steel.

British Standard Specification for Structural Steel for Bridges, etc., and General Building Construction.

Report No. 15—1912. Revised August, 1912.—25 cents, net.

This report covers process of manufacture, quality of finished steel, tensile tests, bending tests, tests on rivets, chemical analysis, inspection and other conditions.

Report on British Standard Pipe Threads for Iron or Steel Pipes and Tubes.

Report No. 21—1909. Revised November, 1909.—25 cents, net.

This report gives definitions and tables of dimensions for British standard pipe threads. In this system the Whitworth form of thread is employed, but fine pitches are used, and both parallel and conical screw ends are provided for.

British Standard Specification for Electricity Meters.

Report No. 37—1919. Revised January, 1919.—25 cents, net.

This specification is intended to apply to the purchase of new meters, governing their sale by the manufacturer to the purchaser. Requirements for meters up to the largest sizes in use as well as for three-wire and three-phase meters are included. The electrolytic type of meter is not dealt with. The specification gives standard definitions and provisions regarding external characteristics, insulation, labels, standard method of marking, registering mechanism, minimum running current, permissible limit of error and rate of registration, tests, precautions necessary in erection and other particulars.

British Standard Specification for Cast-iron Spigot and Socket Flue or Smoke Pipes.

Report No. 41—1908.—25 cents, net.

This specification gives a schedule of dimensions and weights, with full size sections, for light cast-iron spigot and socket pipes suitable for flue or smoke pipes.

British Standard Specification for Cast-iron Pipes for Hydraulic Power.

Report No. 44—1909.—25 cents, net.

Provision is made for two classes of this pipe together with bends, tees and special castings.

Class A: Working pressures from 700 to 900 pounds per square inch.

Class B: Working pressures from 900 to 1,200 pounds per square inch.

The specification covers quality of material, permissible variation of weight, marking, testing, inspection and tables of dimensions and weights.

Report on British Standard Dimensions for Sparking Plugs for Internal Combustion Engines.

Report No. 45—1917. Revised September, 1917.—25 cents, net.

This report covers external dimensions only, the form of thread used being a metric thread having a 60° angle, tolerances on full diameter, effective diameter and core diameter for the thread on the plug and in the tapped hole are given, together with external dimensions of the complete plug, and standard nomenclature of sparking plug parts.

British Standard Specification for Keys and Keyways.

Report No. 46—1919.—25 cents, net.

The specification covers material, tests, definitions and tables of dimensions for three classes of key: (a) Parallel sunk key, (b) Taper key, (c) Taper sunk key.

British Standard Specification for Sizes of Broken Stone and Chippings.

Report No. 63—1913.—25 cents, net.

This specification was formulated as a result of conferences between the quarry owners and road authorities and gives standard nomenclature, definitions and methods of measurement for broken stone and chippings.

British Standard Specification for Salt Glazed Ware Pipes.

Report No. 65—1914.—25 cents, net.

This report contains tables of dimensions and particulars regarding sockets, grooving, glazing, permissible variation in thickness and diameter, methods of testing for strength and absorption.

Report on British Standard Dimensions of Wheel Rims and Tire Bands for Solid Rubber Tires for Automobiles.

Report No. 71—1917.—25 cents, net.

This report gives standard sizes of wheel rims and corresponding internal dimensions of solid rubber tires, for sizes of wheel varying from 670 mm. to 881 mm. Metric dimensions are used throughout.

British Standard Rules for Electrical Machinery. (Excluding motors for traction purposes.)

Report No. 72—1917. Revised September, 1917.—25 cents, net.

This important report is intended to define the conditions which characterize British standard electrical machinery, including transformers, but excluding traction motors and to provide the purchaser and manufacturer with a general specification indicating the information which should be forwarded with an inquiry or an order for an electrical machine. Methods of defining the rating or rated output are formulated, and in this connection are in substantial agreement with the corresponding rules of the American Institute of Electrical Engineers. Inquiries based on these rules will enable the purchaser to compare tenders received from various manufacturers.

British Standard Specification for Charging Plug and Socket for Vehicles Propelled by Electric Secondary Batteries.

Report No. 74—1917. Revised September, 1917.—25 cents, net.

This report contains the provisions necessary to secure interchangeability between any charging plug and any socket of the concentric type. Dimensions of the contact portion of the plug and socket, and dimensions of the gauges needed to check these are given.

British Standard Specifications for Wrought Steel for Automobiles.

Report No. 75—1916.—25 cents, net.

This important report contains definitions of terms used, methods of testing, and specifications for ten grades of carbon, nickel, and nickel-chrome steel, each specification giving chemical composition, tensile and brinell tests.

British Standard Nomenclature of Tars, Pitches, Bitumens and Asphalts, when used for Road Purposes and British Standard Specification for Tar and Pitch for Road Purposes.

Report No. 76—1916.—25 cents, net.

This valuable report defines tars, pitches, bitumens and asphalts for road purposes, distinguishing between the tar products and bitumens and asphalts. In this respect the practice of the B.E.S.A. is not in accordance with that usual in the United States, where the term bituminous is applied in a wider sense than in Great Britain. The specification gives definitions, properties and methods of testing for two qualities of tar, and for pitch suitable for pitch-grouting.

British Standard Specification for Starters for Electric Motors. (Face plate type.)

Report No. 82—1919.—25 cents, net.

This report covers definitions, pressures, methods of enclosure, standard sizes and ratings, general construction, marking and tests.

Report on British Standard Fine (B.S.F.) Screw Threads and their Tolerances.

Report No. 84—1918.—25 cents, net.

This report gives revised tables of dimensions for British standard fine screw threads and covers theoretical dimensions and standard sizes and tolerances of bolts and nuts for two grades of fit. The report also contains an appendix dealing with methods of determining and compensating for errors in pitch, form of thread and diameter. Much information is given regarding methods of gauging screw threads.

British Standard Specification for Electric Cut-outs for Low Pressure, Type O.

Report No. 88—1919.—25 cents, net.

This specification covers dimensions and standard sizes of cut-outs for low pressure and ordinary duty. A separate specification is contemplated for heavy duty cut-outs.

Requests for copies of any of the above should be addressed to the Secretary, Canadian Engineering Standards Association, Room 112, West Block, Ottawa, and should be accompanied by money order payable to the Canadian Engineering Standards Association, Ottawa.

HAY AND STRAW INSPECTION ACT.

The Act respecting hay and straw which was passed in 1918 is reported as not being generally observed. The section especially which at present is not being fulfilled is that respecting the attachment of a tag to each bale. Everyone who disposes of hay or straw to another person becomes a seller and must according to law affix a tag to each bale. As seen by section 340G of the Act any one omitting to attach this tag shall be liable to a fine of \$5 for each violation.

According to the Act the inspector is supposed to make note of the fastenings of the bales, therefore it is advisable that the wire used in baling should be of the quality required by the Act. Another important feature is the inspection of scales used in weighing.

Penalties are imposed for the violation of various sections of the Act, and the trade is requested to do everything possible to see that its provisions are carried out. All that is necessary for the prosecution of an offender is summary conviction before a police magistrate.

Prior to the passage of this Act the opinion was sought of the various parties interested, both in Eastern and Western Canada, as well as the Boards of Trade and the authorities of the various provinces.

Any one desiring a copy of the Hay and Straw Inspection Act, which applies to the whole of Canada, may obtain same by applying to the Department of Trade and Commerce, Ottawa, Canada.

IMPORTANCE OF THE BALTIC.

(British Board of Trade Journal.)

The Baltic is no longer merely a shallow strip of water leading to Petrograd and Finland, and dividing the German Empire from a distant and somewhat vaguely comprehended Scandinavia, but a Northern Mediterranean, washing the coasts of nearly as many different and independent countries as the Southern Mediterranean—countries capable of exporting the most valuable of raw products and of absorbing an ever-increasing quantity of finished commodities. In view of changing conditions in the Baltic, H.M. Chargé d'Affaires at Christiania states that from a practical point of view it would seem that British enterprise in the Baltic must remain at a disadvantage as compared with American methods in advancing money on long credit for the purchase of British goods.

PROGRESS IN TANNING FISH LEATHER.

(Bureau of Fisheries, United States Department of Commerce.)

Excellent progress in the tanning of fish leather is to be recorded, and a number of the difficulties obstructive to the development of the industry have been overcome by tanners in this field.

One company which is tanning fish skins has established a station in North Carolina and another in Florida for the capture of sharks and porpoises, and is meeting with success in its fishery for sharks. It is understood that the number of stations will be increased as rapidly as possible. Another company has recently acquired a site for a tannery in Washington which plans to tan the hides of sharks, beluga, hair seals, etc.

Samples of leather recently submitted show marked improvement in appearance over earlier samples. The leather is soft and pliable and appears to have ample strength for many uses. Arrangements have been perfected for the Bureau of Standards to make tests of the leather products as to durability, porosity, tensile strength, pliability, water absorption, wearing qualities, etc.

The nets which the bureau developed for the capture of sharks are proving successful and are being adopted for the fishery. At the fishery stations the liver oil is being extracted and the flesh converted into fertilizer, so that none of the material is wasted.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward, without charge, to any one desiring them, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Deputy Minister, Department of Trade and Commerce, Ottawa."

Official Year Book of the Commonwealth of Australia, No. 9, 1901-1915.
 “ “ “ “ “ “
No. 6, 1901-1915.

Toronto City Directory, 1915.

Montreal City Directory, 1918.

Despatches between British Governments and Ambassadors, respecting the European War, 1914.

The German War and its Relation with Canadian Trade.

Heaton's Annual, 1916.

Imperial Year Book, 1914-15.

Grain Inspection in Canada.

Trial Shipment of Bulk Wheat via the Panama Canal.

Trade after the War. (Address by Sir George Foster at the Royal Colonial Institute.

Report on the Trade of China and Japan.

Handbook for Export to South America.

Canadian Boards of Trade Register, 1919.

Ottawa, September 29, 1919.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Svetlanskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbejd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,

McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

**LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.**

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Inspection and Water Meters Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



SS. Canadian Ranger. (See p. 733.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, October 13, 1919.

No. 819

IMPROVEMENT IN AUGUST OF UNITED KINGDOM CROPS.

ACTING TRADE COMMISSIONER C. G. VENUS.

London, September 13, 1919.—The monthly report of the Board of Agriculture, dated September 1, dealing with the condition of the crops in the month of August and issued to-day, states that harvesting operations were carried on under very favourable conditions at the beginning of the month, with the result that a good proportion of the grain was garnered without loss. The wet weather at the end of the month, however, impeded work but did little damage. On the whole, cereals showed improvement at the close of August, but all are below the average. Wheat is the best of the three grain crops, but is some 8 per cent less than normal. Barley is improved, but the yield is expected to be some 13 per cent below the normal, while oats have deteriorated and are the worst of the cereals, being more than 20 per cent beneath the average. All crops are short in the straw. Great progress has been made during the month with the cutting and removing of wheat and oats, but barley is not so far advanced in this respect. Beans have fallen off a little during the month, while peas have somewhat improved.

The condition of the potato crop has also benefited by the recent rains, and the plant is healthy, very few reports of disease being received, but the yield, on the whole, will be lighter than usual by about 9 per cent.

While root crops have improved with the rain, there has not been sufficient to overcome the bad effects of the drought experienced earlier in the year. Turnips and swedes, as well as mangolds, are backward, and the yield is likely to be about 20 per cent below the average.

Fruit is well advanced, and apples are a heavier crop than usual, pears about the average, but plums not so plentiful.

Pastures are generally reported bare, but are beginning to show the beneficial results of the rain. Stock on the whole are healthy, but only in fair condition.

Summarizing the returns and expressing an average crop by 100, the appearance of the crops on the 1st September indicated probable yields as follows: wheat, 92; barley, 87; oats, 78; beans, 91; peas, 92; potatoes, 91; turnips and swedes, 79; mangolds, 78; hops, 106.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

B. S. Webb, Buenos Aires.	Has left Canada for Argentina.
D. H. Ross, Melbourne.	Now travelling in Ontario.
W. A. Beddoe, Auckland.	Now travelling in Ontario.
W. J. Egan.	Now travelling in Ontario.
Harrison Watson, London.	Arrived from England on September 20, and has proceeded to the Pacific Coast. He will make a trip through Eastern Canada when he returns from the West.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

TRAFFIC THROUGH THE PORT OF LONDON.

ACTING TRADE COMMISSIONER C. G. VENUS.

London, September 19, 1919.—The Annual Report of the Port of London Authority for the year ended March 31, 1919, published to-day, shows that the total net tonnage of vessels which arrived and departed with cargoes and in ballast, in both foreign and coastwise trade, during the years ended December 31, 1913-1918, was as follows:—

1913..	40,082,282
1914..	37,154,133
1915..	30,890,531
1916..	24,976,437
1917..	18,053,002
1918..	14,564,008

It should be remarked, however, that the figures for the years 1914 to 1918 do not include the tonnage of many of the vessels engaged on Government service in connection with the war.

Reckoning the net register and deck cargo tonnage of shipping which entered and left the port and paid dues during the twelve months ended March 31, 1919, the total was 13,210,602 tons, comprised as follows:—

Foreign—	Tons.	
Inwards..	5,764,641	
Outwards..	3,905,679	
		9,670,320
Coastwise—		
Inwards..	2,650,408	
Outwards..	889,874	
		3,540,282
		13,210,602

This aggregate shows a net increase over 1918 of 132,889 tons, composed of 762,866 increase, as regards foreign and 629,977 tons decrease as regards coastwise trade.

TRADE OF LONDON COMPARED WITH OTHER PORTS.

The values of the total imports and exports (excluding coastwise goods) of the United Kingdom and six principal ports for the year ended December 31, 1918, were as follows:—

	1918.	1917.	Percentage. Increase.
United Kingdom..	£1,848,549,481	£1,660,921,885	11.3
London (including Queensborough)..	541,905,302	505,800,525	7.1
Liverpool..	683,007,552	596,977,551	14.4
Hull..	90,398,722	83,660,761	8.1
Manchester (including Runcorn)..	107,082,759	88,605,955	20.9
Southampton..	39,715,812	24,319,880	63.3
Glasgow..	96,565,348	77,053,626	25.3

It is stated that the diversions of traffic from London to Liverpool and other West Coast ports, due to the exigencies of war, has had an important effect on the relative values of trade passing through.

LARGE WAREHOUSE STOCKS.

During the twelve months ended March 31, 1919, the Port of London Authority landed or received 2,252,817 tons of imported goods for warehousing or for immediate delivery, an increase of 125,606 tons, or 5.9 per cent as compared with the tonnage dealt with during the previous year.

The stocks at the end of March, 1919, in the warehouses directly controlled by the Authority amounted to 705,323 tons, as against 523,609 tons at the corresponding date in 1918, an advance of 181,714 tons. The average tonnage of stocks in warehouse at the end of each month, was above that of the previous year by 57,236 tons.

MAINTENANCE OF THE PORT.

It is pointed out that during the year under review, expenditure for the adequate upkeep of the various undertakings of the Authority, dredging, etc., has again been restricted by reason of war conditions and shortage of labour, and it has been necessary further to postpone the systematic completion of their programme of special repairs. In consequence of this, a sum of £869,088 has been set aside out of this year's revenue and added to the balance unexpended carried forward last year, to meet the expenses for maintenance which will be incurred when it is possible to complete the various schemes of improvement and repair which are in contemplation.

Railway Revenues in the United Kingdom.

A summary of the returns of capital, revenue and expenditure of railways in the United Kingdom for the years 1916, 1917, and 1918, just issued by the Board of Trade, shows that while there has been an increase in total receipts of £28,572,000 over 1917, the proportion of working expenditure, to them was greater by 4 per cent.

The following table of receipts, expenditure and net income sets out the position:—

	1916.	1917.	1918.
Total receipts..	£154,468,000	£168,721,000	£197,293,000
Expenditure..	102,520,000	115,994,000	143,342,000
Net income..	51,948,000	52,727,000	53,951,000
Proportion of working expenditure to total receipts	66%	69%	73%

It is further to be noted that the average rate of dividend or interest for the year 1918 was 3.70 per cent, which is the first time during the war that the 1913 average of 3.63 per cent has been exceeded.

ROYAL HORTICULTURAL SOCIETY'S FRUIT EXHIBITIONS.

Overseas Growers Invited to Compete.

CANADIAN FRUIT TRADE COMMISSIONER J. FORSYTH SMITH.

September 17, 1919.—The Royal Horticultural Society announce that they will hold exhibitions of fruit during 1920 as follows: March 9, 1920, late-keeping apples and pears; August 24, 1920, early-ripening apples, pears and bush fruits generally; October 5, 1920, fruits of all kinds. There will also be fortnightly shows, as follows: January 13, 27; February 10, 24; March 9, 23; April 13, 27; May 11; June 15, 29; July 13, 27; August 10, 24; September 7, 21; October 5, 19; November 2, 16, 30; December 14.

In view of the possibility that a Canadian display may be arranged for the March 9, 1920, show, the following information is furnished by the secretary:—

At all exhibitions similar fruits grown in any part of the Empire will be welcomed. To such, money prizes will not be awarded, as these are reserved for actual working gardeners. The society's gold, silver, silver-gilt, and bronze medals, however, will be open to overseas competitors. Space will be allocated to broad divisions of the Empire, such as Canada, in proportion to requirements, and not to individual districts. The schedule of the society specifies varieties and quantities for the classes open to United Kingdom exhibitors, but for Empire exhibits the only requirement is

that the different varieties be named as known in country of origin. The three main shows will all be held in the society's hall at Vincent Square, Westminster, but the question of holding some of the fortnightly shows in the provinces next year is now under consideration. Notice of intention to exhibit must be given at least fourteen days before that fixed for the exhibition.

It is understood that the question of Canadian participation in these shows is now under consideration by the Fruit Branch of the Department of Agriculture, Ottawa, from whom further information may be obtained.

Before the war, Canadian apple-growers were successful in securing several medal awards at exhibitions held by the Royal Horticultural Society, and the resulting publicity is of great value in adding to the prestige of our apples on the British market.

APPLE PRICES IN GREAT BRITAIN.

The following cablegram has been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool:—

October 2, 1919: "Indications of early strike settlement promising. Auction resumed to-day, buying mainly for local and nearby points. Ontario apples ex ss. *Canada*, No. 1 Colvert 36s. to 40s., No. 2's 35s., No. 3's 26s.; No. 1 Russet 50s. to 55s.; No. 1 Wealthy 45s., wet 30s., No. 2's 43s., No. 3's 39s.; No. 1 Cranberry 40s.; No. 1 mixed lots 32s. 6d. to 39s. 6d., No. 2's 24s. to 39s. 6d., No. 3's 20s. to 30s. 6d. Nova Scotian apples ex ss. *Sachem* mostly slack. Regrettable quantity of Domestic and No. 3. Domestic Gravensteins showing scab and waste. Bidding very slow for poor fruits. No. 1 Gravenstein 32s. to 38s., No. 2's 29s. to 35s., Domestic, some 22s. to 25s., but mainly 20s. bid, No. 3's 18s. bid; No. 1 Blenheim 33s., No. 2's 30s., No. 3's 20s.; No. 1 Ribston 34s., Domestic 21s. to 24s."

Glasgow, October 4: "Nova Scotia apples ex ss. *Baltimore*. Many badly spotted and in poor condition. No. 1 Gravenstein 30s. to 40s., No. 2's 25s. to 32s., No. 3's 21s. to 27s.; No. 1 Blenheim 28s. to 32s., No. 2's 24s. to 27s., No. 3's 21s. to 25s.; No. 1 Ribston 26s. to 28s., No. 2's 23s. to 25s., No. 3's 20s. to 23s. Ontario apples ex ss. *Scotian*, No. 1 Wealthy 55s. to 58s., No. 2's 49s. to 56s., No. 3's 30s. to 35s.; other varieties No. 1's 34s. to 40s., No. 2's 28s. to 34s., No. 3's 23s. to 26s. One car of British Columbia Wealthies sold mainly at 15s. to 18s., with a few at maximum."

October 8: "Glasgow market much firmer; 6,500 barrels of Nova Scotian apples ex ss. *Baltimore* and *Scotian*, sold at auction October 7. Gravensteins 35/42, 31/40, 24/31, 21/26; Wolf River 31/38, 27/31, 27/29, 20/24; Wealthy 35/43, 28/43, 26/30, 24/29; Blenheim 31/40, 28/35, 23/39, 22/23; Ribston 29/38, 24/31, 20/27, 20/24. A few barrels of Ontario apples ex ss. *Saturnia*. No. 1 Ribston 38/42, No. 2's 37/; No. 1 Colvert 30/34, No. 2's 29/; No. 1 Alexander 39/, Domestic 35/. Liverpool auction October 6. Nova Scotian apples ex ss. *Sachem*. Domestic Gravenstein 29/; No. 1 Ribston 32/, No. 2's 28/. London reports (October 7) market weak in anticipation rush of English apples after strike. A few barrels of Nova Scotia apples ex ss. *Kanawha* sold. No. 1 and No. 2 Gravenstein and Blenheim 30/35, Domestic faultily spotted difficult to move 20/25."

LARGE QUANTITIES OF RAILWAY MATERIAL WANTED FOR EGYPT.

The following cablegram, dated October 7, has been received from the Canadian High Commissioner in London, England:—

"Egyptian State railways in market for large quantities rails, fish-plates and steel ties."

MARKET FOR VEAL AND BEEF IN ENGLAND.

In response to inquiries by the Winnipeg Board of Trade as to a market for frozen milk veal and beef in England, Mr. Harrison Watson, Trade Commissioner in London, wrote under date September 1:—

A member of a prominent Canadian firm states that, as the result of the issue of a Government order prohibiting the sale of veal to the public, it can only be sold for manufacturing purposes, i.e., sausages, etc. As a consequence the market is quite disorganized with heavy supplies, and veal which was formerly selling well above 1s. per pound, has dropped to 6d. per pound and even lower. My informant, however, is of the opinion that this is merely a temporary state of affairs and his firm have to be able to offer Canadian frozen veal which they have in store here by October, with the anticipation that they should get from 10d. to 10½d. per pound. This would be for boneless quality. Other veal would be about 1d. per pound less.

At present the price of veal is not being controlled by the Government.

Incidentally, if by milk veal, very young veal is indicated, it would be necessary to offer this in boneless form, because it is thought that veal so young is too thin to stand freezing.

It is also assumed that reference is made to boneless beef, because beef in carcase is still under Government control, both as regards importation, distribution and price.

At the present time the Government has ordained a maximum price of 10½d. per pound for boneless beef ex store, which means a return of from 9½d. to 10½d. c.i.f. United Kingdom port to the Canadian shipper.

In my informant's opinion this market can absorb for some time to come all meat of good quality which can be offered, and there seems no likelihood of the price of beef declining for the time being.

As conditions are liable to fluctuate, more especially as regards control, prospective shippers should get into touch with some firm who would be prepared to handle the meat, or alternatively they could act through some of the Canadian meat shippers who have been sending over supplies during the war.

IRISH LINEN INDUSTRY RESEARCH.

ACTING TRADE COMMISSIONER J. FORSYTH SMITH.

Glasgow, September 23, 1919.—The Irish Linen Research Association has recently been inaugurated in Belfast, with the object of bringing science and the results of science to bear on the problems of the industry. A director of research has been appointed, and the Government will contribute pound for pound up to £5,000 to the costs of the undertaking. The work of research is expected to cover a very wide field, but the first efforts will be in the direction of studying the nature and causes of the inequalities in the raw material for spinning, which are largely responsible for much of the trouble experienced in the after-processes. This subject was dealt with in an address by the chairman as follows:—

“The basis of their manufacture was the flax plant—what did they know about it? Appallingly little; nor had they taken any trouble either to study it or to improve it. There was as much difference between a cambric and a tent duck as between a thoroughbred and a shire horse. (Laughter.) Yet they expected to grow flax crops to manufacture both fine and coarse goods from seed derived from one haphazard source—namely, Russia. It was not reasonable. Plants would respond to selection as well as animals. There was a whole range of different wheats to suit climates or seasons, and so on for potatoes or cabbages or lettuce, but so far there was nothing

of the sort for fibre flax. At present the position of fibre flaxseed was one of the greatest confusion. Long habit and short, coarse and fine, early maturing and late, blue and white blossom, were hopelessly mixed together, and from this fine mixture they were asked to produce the whole range of cloths from the finest cambrics to the heaviest canvases. From what he had seen he believed it should be quite possible to have one variety of flax producing fine weft, another medium warp, another heavy warp. That branch of work, seed selection, they might find themselves compelled to take up immediately."

Other matters to be dealt with will be some problems associated with bleaching, such as the conditions causing black thread in linen, the difference in behaviour between water-retted and dew-retted flax; the artificial drying of yarns, experiments to reach uniformity of fibre, etc.

THE IMPORTATION OF APPLES INTO AUSTRALIA.

ACTING TRADE COMMISSIONER C. HARTLETT.

Melbourne, August 26, 1919.—The following information with regard to the Australian apple market, obtained in the course of recent inquiries, may be of interest to Canadian shippers:—

CUSTOMS DUTIES ON APPLES.

The customs duty on apples imported into Australia is 2s. (48 cents) per cental (100 pounds). As new tariff proposals are shortly to be introduced by the Government, it is possible, though not probable, that these rates may be raised.

EXISTING EMBARGOES OR RESTRICTIONS.

An embargo on the importation of apples into Australia was imposed by the Commonwealth Government on July 18, 1917, and is still in force. This action was taken in the interests of local growers who had large supplies on hand for which an outlet could not be found owing to the lack of shipping caused by war conditions. Repeated applications for the removal of the embargo have been made by importers, as well as by this office in the interests of Canadian growers, without the desired result. The last application made was in June last, and the reply received was to the effect that shipping which had been promised to Australia for apple cargoes had been diverted elsewhere in consequence of which there was still a large exportable surplus on hand which would have to be removed or absorbed in local markets before the embargo could be lifted. Another effort will be made next month in the hope that an outlet will be obtained for Canadian apples in the approaching season. [A cablegram from this Trade Commissioner's office, published in *Weekly Bulletin* 816, page 569, advises that the embargo is not to be lifted this year.]

INSPECTION.

The inspection of imported fruit arriving at any Australian port is strictly carried out by officers of the quarantine department. Apples must therefore be absolutely free from disease of any kind, otherwise they would be condemned or only allowed on the market after suitable treatment, which would necessitate considerable expense in sorting and repacking.

METHODS OF SALE.

The bulk of the apples imported into Australia is purchased by importers under letters of credit arranged with banks in Canada and the United States. A certain quantity is also consigned for sale by auction. The rate of commission charged by agents on consignments is $7\frac{1}{2}$ per cent on the gross amount realized, in addition to which there are other small charges for wharfage, inspection fee, stacking, etc.

MARKET CONDITIONS.

The market in Australia for imported apples is only favourable during the months of October, November and December, after which it would be unsafe for shipments to arrive as early fruit from Queensland and New South Wales comes on the market and prices fall rapidly. It is the opinion of some dealers that hereafter Australian growers who have stored fruit for late markets and high prices will strongly oppose importations even in the month of October, which would leave two months only for importations from abroad. It is unlikely, however, that when the existing embargo is removed the Government will reimpose such restrictions in normal trading years, particularly as the deterioration of the local apple becomes very pronounced after being eight or nine months in cool storage.

As the Australian market can only absorb a certain quantity of apples in the limited period free of local supplies, the trade is well organized and only a sufficient quantity is handled to ensure profitable prices. In sending consignments every caution would therefore have to be exercised so that the market would not be overloaded with resultant loss to shippers.

The extent to which Canadian growers may look for a market in Australia is indicated in the appended tables, compiled from latest official figures, which show the countries of origin, quantity (in centals), and value of the importations during the past four years.

Highly coloured varieties such as *Jonathan*, *King David*, *Winesap*, *McIntosh Red*, *Spitzenberg*, *Rawl's Genet* and similar apples are the best sellers in Australia. Sizes should not be too large, the most profitable being from 150 down to 200, or even more, per case. Dealers who have been consulted in the course of this inquiry state that the methods of packing for export in vogue in British Columbia, from which province Australian importations of Canadian apples are drawn, are everything that could be desired.

Imports of Apples into Australia, 1914-15 to 1917-18.
Quantity.

Country of Origin—	1914-15. Cental.	1915-16. Cental.	1916-17. Cental.	1917-18. Cental.
Canada	16,659	2,081	14,133	9,231
New Zealand	12	8	1	—
United States	44,921	29,865	33,938	8,213
Other	175	257	12	—
Total	61,767	72,211	48,084	17,444

Country of Origin—	1914-15. Value.	1915-16.	1916-17.	1917-18.
Canada	£17,094	£ 1,987	£18,499	£12,368
New Zealand	8	6	1	—
United States	49,095	79,026	43,163	8,678
Other	59	305	8	—
Total	£66,256	£81,324	£61,671	£21,046

During the five years preceding the statistical year 1914-15 the annual importations averaged 29,197 centals, valued at £32,184.

MARKET IN MEXICO FOR ENAMELLED JEWELLERY FROM CANADA.

A Canadian firm have received the following letter from the Secretary of the British Trade Board (Mexico):—

“Some time before the war there was a considerable exportation from Canada of articles enamelled, such as jewellery, brooches, fobs, etc., but of late years these articles appear to have almost entirely disappeared, and I think the trade could be again worked up if you would kindly ask the manufacturers of this special class of goods to get in touch with ourselves, and we would take pleasure in recommending same to several importers here, who would be glad to take up agencies, etc.”

COMMERCIAL NOTES FROM AUSTRALIA.

ACTING TRADE COMMISSIONER C. HARTLETT.

Trade of Australia, 1918-1919.

Melbourne, August 26, 1919.—Preliminary figures made available by the Minister of Customs show that the total trade of Australia for the year ended June 30, 1919, reached the record value of £211,439,667. Both imports and exports were higher than in any previous year, the former being valued at £98,791,320 and the latter at £112,648,347. The margin of difference between imports and exports (£13,857,027) was much less than in any former year. In comparison with the previous year imports increased by £37,969,156 and exports by £37,603,125, an almost identical amount.

The trade of the individual States for the year is shown in the following table:—

State—	Exports.	Imports.
Victoria..	£ 27,856,153	£38,771,310
New South Wales..	50,401,995	43,857,359
Queensland..	12,447,348	6,076,761
South Australia..	11,517,270	6,336,554
Western Australia..	9,443,521	3,140,556
Tasmania..	982,060	608,780
Total..	£112,648,347	£98,791,320

Australian Government Notes.

Since pre-war days there has been a very large increase in the amount of Government notes in circulation in Australia.

In December, 1914, the total value of the notes in circulation was £19,831,417, against which was held a gold reserve of £7,987,526, equal to about 40 per cent of the unredeemed notes.

At July 30, 1919, the number and value of the notes issued and not redeemed were as follows:—

Denomination—	Number.	Amount.
10s..	4,009,060	£ 2,004,530
£1..	13,108,316	13,108,316
£5..	1,515,298	7,576,490
£10..	357,453	3,574,530
£20..	30,569	611,380
£50..	26,539	1,326,950
£100..	11,827	1,182,700
£1,000..	26,022	26,022,000
Total..	19,085,084	£55,406,896

The amount of gold coin held in the Treasury at the same date was £24,308,413, representing 43.87 per cent of the notes in circulation.

In view of the present high price of silver the Treasury Department is giving consideration to the question of issuing a 5s. note.

Value of Goods for Duty.

An amending Customs Bill is now before the Australian Parliament, the main object of which is to more clearly define the home consumption value of goods for the purpose of determining what duty should be paid. There has been some difference of opinion between the commercial community and Customs Department as to the interpretation of what is now the practice in determining the value. It is stated that the bill will protect the revenue against under-statement of domestic values and under-payment of duties in the case of goods bought in large quantities or under specially advantageous terms by export commission houses.

The bill provides that "fair market value" shall mean the price for which any cash purchases could at the time of shipment purchase for home consumption such goods in the principal markets of the country from which the goods are exported, but "not being in any case less than the actual money price shown in the genuine invoice." Some difficulty has been experienced in ascertaining the home consumption value as some countries are exporting goods not used at all in such countries and therefore there is no home consumption value, hence the provision that the price must not be less than is shown in the invoice.

Removal of Export Restrictions.

The proclamation prohibiting the importation into Australia of caustic soda, soda ash, soda sulphide, white lead, red lead and wire rope, unless the consent in writing of the Minister of State for Trade and Customs had first been obtained, has now been revoked.

Branding of Cattle and Sheep.

A Bill is being introduced in the Parliament of the state of Victoria to provide for what is said to be an ingenious scheme for the branding of cattle and sheep, devised by the Department of Agriculture.

Branding will be compulsory and, in the case of cattle, marks to represent numbers will be permitted only on the thighs, the lower portion of shoulders and on each side of the neck. In each of these places the hide will not be damaged, and it is estimated that in this respect the annual saving in hides to the state will amount to £400,000.

Sheep will be ear-marked and the position of the marks will represent numbers, each of which will be distinct and registered with the department. A clause in the Act provides that the owners of stud cattle may receive permission to also affix numbers if they so desire.

It is stated that the Department of Agriculture has taken out patent rights for the scheme.

Manufacture of Tobacco Pipes in Australia.

It is claimed that the manufacture of tobacco pipes from Australian woods has been successfully established as an avocation for returned soldiers.

At a factory in Melbourne may be seen Australian-made tobacco pipes which compare more than favourably with imported ones of good quality and are produced at much less cost.

The pipe is produced at a variety of prices and only Australian material—wood, vulcanite and silver bands—is used. The principal woods employed are Victorian myrtle, New South Wales yarran, Queensland tulip, and later on cherrywood and one or two other varieties are to be added. The woods are specially kiln-dried, and some take on a very fine polish which renders them particularly attractive in appearance.

The industry is said to be rapidly developing. At the present time thirty-five returned soldiers are employed, and it is anticipated that the number will shortly be doubled and ultimately 300 men will be employed.

CARBON COPIES OF EXPORT ENTRIES.

Memorandum of the Department of Customs No. 2341-B, issued September 29, 1919, states:—

Referring to the instructions contained in Memo. 2304-B authorizing the acceptance in urgent cases of export entries made with indelible pencil.

Export entries made with indelible pencil, and carbon copies thereof, may be accepted in all cases when the writing and figures are plain and distinct.

THE MARKET FOR WOODEN TURNINGS IN AUSTRALIA.

In response to inquiries, Mr. C. Hartlett, Acting Canadian Trade Commissioner in Melbourne, writes under date August 30:—

Parts for piano-players, rolls for typewriters and skewers for cotton mills are not marketable here. Piano-players are not made here, and spare parts are supplied by the makers of the players. Typewriter rolls are also supplied by the makers of the various machines on the market, as the outside rubber vulcanizing process cannot be done here. There are no cotton mills in Australia and therefore no call for skewers.

Pill boxes are made locally but of poor quality and finish compared with the imported articles, the trade in which is largely confined to the products of one United States house. If Canadian products can compete in quality and factory price with the product of this firm, there is a prospect of good business, but this can only be definitely determined by the production of samples.

Draw pulls, rolling-pins, rake teeth, rack pins, and, to some extent, floats for fish nets, hubs for carts and short handles for tools (not hickory), are made locally. Hickory handles are the most popular and are mostly imported from the United States.

Turnings for baby carriages, croquet mallets and stakes, hickory handles, wood faucets, pill boxes, and hubs for carts are the articles for which there is a market in Australia, provided Canadian quality and price (f.o.b. ocean port) are competitive with those of United States manufacturers.

If Canadian manufacturers will supply particulars of quality and prices of the lines above indicated, this office would be in a position to approach dealers and definitely ascertain their selling possibilities.

The present net customs duties on woodenware of the kind described are given below, but are subject to alteration in the impending revision of the tariff:—

	United Kingdom.	General.
Hubs, elm, with or without metal bands...	16½% 1s. 3d. (\$0.31)	16½% 1s. 3d. (\$0.31)
Tool handles of wood, attached to tools...	Free.	11%
“ “ unattached...	22%	27½%
Felloes of hickory, cut, shaped or bent, plain, in the rough...	16½%	16½%
Rims of hickory, bent, squared, plain, in the rough.	16½%	16½%
Spokes of hickory, rough-turned but not shouldered or tenoned...	5½%	5½%
Spokes of hickory, dressed, 2-inch and under in diameter...	16½%	16½%
Spokes, dressed or prepared (not being hickory) same size, per 100...	12s. 6d. (\$3.04)	12s. 6d. (\$3.04)
Bars, shaft and whiffletree...	27½%	33%
Poles and shafts, in the rough, bent, undressed or dressed...	27½%	33%
Other articles of wood...	33%	38½%

BRITISH COMPANY TO USE BELGIAN GLASS PROCESS.

(Trade Commissioner H. G. Brock, London, in United States Commerce Reports.)

The financial correspondent of the *Morning Post* states that a company, with a capital of \$2,250,000, under the title of the British Window Glass Co. (Ltd.) has been formed to acquire the sole rights for the manufacture and sale of sheet and window glass in Great Britain made under the secret processes and inventions of M. E. Fourcault, of Charleroi, Belgium. It is stated that the process, which was invented in 1906, has revolutionized the production of sheet glass. The company is arranging to acquire 10 acres of land at Queenborough (England) and intends immediately to erect thereon a factory capable of producing, with the first unit of plant erected, over 24,000,000 square feet of window glass per annum, while subsequent extensions will have a capacity of four times that quantity.

THE RAILWAY GAUGES IN VARIOUS COUNTRIES.

An inquiry was recently addressed to the Canadian Government Trade Commissioners and Commercial Agents in various countries (with the exception of the United Kingdom), respecting the railway gauges in their respective spheres of labour; and in response thereto the following replies have come to hand:—

Barbados.

Mr. E. H. S. Flood, Canadian Trade Commissioner in Barbados, British West Indies, reports that the gauge in the island is 2 feet 6 inches (30 inches) the total length of line being 28 miles, and the name of the railroad the Barbados Government Railway.

China.

Mr. J. W. Ross, Canadian Trade Commissioner at Shanghai, China, reports that nearly all of the railways in China are of the standard gauge of 4 feet 8½ inches, and that he understands that it is the policy of the Chinese Government to adhere to this gauge. Mr. Ross supplements this information by sending the following list of railways in China, beginning with the north:—

1. South Manchurian Railway—from Changchun to Dairen, 814 miles; gauge, 4 feet 8½ inches.

2. Peking-Mukden Line—from Mukden to Peking, 632 miles; gauge, 4 feet 8½ inches.

3. Peking-Siuyuan Railway—from Peking to Kalgan, Tatung Fu and Fengchen; gauge, 4 feet 8½ inches.

4. Peking-Hankow Railway—Peking to Hankow, 755 miles; gauge, 4 feet 8½ inches.

5. Bien-Loh Railway (in Honan province)—from Kai-fung Fu to Loh Yang, 125 miles; gauge, 4 feet 8½ inches.

6. Shanghai-Nanking Railway—from Shanghai to Nanking, 200 miles; gauge, 4 feet 8½ inches.

7. Tientsin-Pukow Railway—from Tientsin to Pukow, on the Yangtze river, opposite Nanking, 627 miles; gauge, 4 feet 8½ inches.

8. Shanghai-Hangchow-Ningpo Railway—from Shanghai to Hangchow, 150 miles; gauge, 4 feet 8½ inches.

9. Canton-Hankow Railway—from Hankow to Canton, 700 miles; gauge, 4 feet 8½ inches.

10. The Chinese Eastern Railway.—This is also known as the Siberian Railway, and runs westward from Vladivostok through Eastern Manchuria, Siberia and Russia proper. This line was built and is operated by the Russians and runs for 1,100 miles in nominal Chinese territory. The gauge is the Russian standard of 5 feet.

Cuba.

Reporting on Cuba, Mr. J. C. Manzer says: "With the exception of the railways owned by the different sugar mills, the railroads of Cuba are all standard gauge. The railways owned by the sugar mills are nearly all narrow-gauge roads."

Holland.

Mr. Ph. Geleerd, Acting Canadian Trade Commissioner, reports that the gauge of the railways in Holland is 1,435 metres = 4 feet 8½ inches.

Italy.

Mr. W. McL. Clarke, Canadian Trade Commissioner at Milan, Italy, reports that the gauge of the Italian State railways and the railways of the Societa Veneta, the most important private railway company in Italy, is 160 cm. (63 inches).

The gauge of the majority of the secondary railways, however—i.e., the small railways privately operated—is 150 cm. (59 inches), which is also the gauge of the greater number of the tramways of the kingdom. On some tram lines, however, e.g., in Genoa, where the streets so necessitate, the gauge is 100 cm. (39½ inches).

Japan.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, April 15, 1919.—When the first railroad was built in this country in 1872, the narrow gauge of 3 feet 6 inches was adopted, and since that time all the new railways have been built to the same specifications as far as the gauge was concerned.

The Imperial Government was the first to take up the building of railroads, but after 1887 private capital was encouraged so that in 1900 private companies numbered more than thirty. After much discussion and planning, the Government decided to nationalize all the railroads, and in 1906 and 1907 bought up seventeen of the most important lines. Since that time new construction of Government lines has steadily been pushed forward, and at present there is over 5,856 miles of Government mileage and 1,700 miles operated by private corporations.

There was much talk a couple of years ago of reconstructing the main lines from Tokyo to Shimonoseki on a broad gauge plan. In fact the idea was proposed by the Government in 1910, but as the work of construction would cost in the neighbourhood of yen 220,000,000, and it would take some twelve years to finish this division of 800 miles, the improvement has been indefinitely postponed.

LIGHT RAILWAYS.

There are some 2,000 miles of what are called light railways in Japan, whose gauge for the most part is 3 feet 6 inches, but these lines are really controlled by the Government which has under charter some 1,300 miles of them, and which makes an annual grant of over yen 12,000,000 in aid of these railroads. The most important light railways, giving their mileage, gauge and paid-up capital, are as under:—

Name.	Head Office.	Mileage.	Gauge.	Paid-up capital.
		m. ch.	ft. in.	Yen.
Chugoku.....	Okayama.....	59·17	2·6: 3·6	4,300,000
Iyo.....	Matsuyama.....	30·51	2·6: 3·6	984,000
Jobu.....	Kumagawa.....	35·09	3·6	919,260
Toyokawa.....	Toyohashi.....	22·58	3·6	1,100,000
Tobu.....	Tokyo.....	35·16	3·6	1,300,000
Koya Tozan.....	Kawachi.....	39·47	3·6	1,088,130
Shimabara.....	Shimabara.....	29·06	3·6	798,950
Chiba.....	Chiba.....	55·49	2·0: 2·6: 3·6	859,915
Aichi Electric.....	Nagoya.....	19·60	3·6	1,173,770
Tozan Electric.....	Takamatsu.....	8·49	4·8½	1,000,000
Nagoya Electric.....	Nagoya.....	33·56	3·6	5,000,000
Echigo.....	Niigata.....	57·56	3·6	1,500,000

ELECTRIC RAILWAYS.

In *Weekly Bulletin* No. 770 (October 21, 1918, p. 758), the names of the leading electric tramways of Japan were given. The gauge of ten of these lines is 4 feet 8½ inches. Seven lines have a gauge of 4 feet 6 inches, and seven have the narrow gauge of 3 feet 6 inches.

WEIGHT OF RAILS.

Most of the railroads in Japan are constructed with 60-pound rails, but the main lines are being replaced with 75-pound rails on account of the steady expansion in the volume of traffic and the consequent necessity of running heavier trains. These rails formerly were all imported, but of late the Government steel works at Takamatsu have been turning them out.

SLEEPERS.

It may be of interest to give the dimension of the standard sleeper as used in Japan, which is as follows: 8-inch by 5½-inch by 6 feet 0 inches. It is said that from fourteen to sixteen sleepers are laid for every thirty feet of rail. The wood used is for the most part, chestnut, as well as pine, *tamo*, beech and sen, after they have been well creosoted.

Newfoundland.

Mr. W. B. Nicholson, Canadian Trade Commissioner in Newfoundland, reports as follows: "The whole of the railroad system in Newfoundland, owned and operated by the Reid-Newfoundland Company, is narrow gauge, namely, 3½ feet wide between the rails. The total length of the road, including branches, is 849.01 miles, of which 545.65 miles constitute the main line from St. John's to Port-aux-Basques."

New Zealand.

Mr. W. A. Beddoe, Trade Commissioner in New Zealand, writes that all railways in New Zealand are owned by the Government with the exception of an occasional short line leading up to a coal mine or a timber mill.

There is only one gauge for Government and private railroads. That is 3 feet 6 inches.

Norway.

The Canadian Commercial Agent in Christiania, Norway, reports that there are only two gauges used in that country, namely: Wide gauge, 4 feet 8½ inches (normal gauge), and narrow gauge, 3 feet 6 inches."

Siberia.

Mr. L. D. Wilgress, Canadian Trade Commissioner at Vladivostok, reports that the gauges of all public railways in Siberia are the regular Russian 5-foot gauge. There are several narrow 3-foot gauge railways operated by mining companies, such as those at the Ridder, Spassaky and Lena mines.

South Africa.

Mr. W. J. Egan, Canadian Trade Commissioner for South Africa, makes the following report on the gauge and mileage on private and Government lines in each province in the Union:—

Province.	Government Lines.		Private Lines.			All Lines.		
	Gauge.		Gauge.			Gauge.		
Miles—	3'6"	2'0"	3'6"	2'6"	2'	3'6"	2'6"	2'
Cape of Good Hope.	3,898	287	324	100	21	4,222	100	208
Natal.	1,036	206	42	....	8	1,078	....	214
Transvaal	2,623	27	....	....	....	2,623	....	27
Orange Free State.	1,342	....	4	....	....	1,346	....	—
Union.	8,899	520	370	100	29	9,269	100	449

Rhodesia has a uniform gauge of 3 feet 6 inches.

Trinidad.

Mr. Edgar Tripp, Canadian Commercial Agent in Trinidad, states that "the gauge of the Government railways in Trinidad is the standard gauge of 4 feet 8½ inches, now generally used, and that applies also to the private lines run on the plantations in connection with the Government lines except on one estate—Caroni—where the gauge is 3 feet 6 inches."

REGULATION OF TRADE IN SIBERIA.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, September 4, 1919.—The Commander-in-Chief of the Priamur military district and High Chief of the Priamur region, Lieut.-General Rozanoff, has issued a new order to take effect immediately regulating trade in Vladivostok and vicinity. The new order has for its chief object the control of the speculation in commodities and the freeing of the large quantities of goods lying in the port of Vladivostok. The import and export of merchandise is henceforth to be permitted only by permission of the Committee for Foreign Trade. A special commission for the regulation of trade is to be created which will take account of and classify all the goods lying in the port. Authority is given to confiscate or requisition goods not fulfilling certain requirements. The full details of the regulations embodied in the new order are set forth below.

NEW REGULATIONS.

Paragraph No. 1.

I annul the fixed prices on products with the exception of prices on baked bread and sugar. I annul all previous orders forbidding the bringing of products to the Vladivostok market from certain districts.

(1) I announce that, with a view to checking speculation by all possible measures within my authority, I shall also encourage to the greatest possible extent the growth and carrying on of legitimate trade.

Paragraph No. 2.

An immense quantity of goods is being kept in the Government and private warehouses for speculative purposes, I therefore order:—

(1) The following information must be presented in fifteen days' time regarding goods lying in the customs and seven days regarding goods lying in railway, bank and private warehouses, and with forwarding offices:—

The owner of the goods.

Nature of the merchandise.

Weight and quantity.

Time of arrival of the cargo.

Place where the cargo is lying.

Information for all goods must be given whether packed or in bulk.

In cases where no account as to goods will be given or an attempt to hide the goods will be made, such goods will be liable to confiscation.

(2) All banks and banking offices must present weekly accounts of their exchange operations to the Exchange Chancellory.

(3) The owners or holders of bills of lading and way bills must in ten days' time register same in the Commission for the Regulation of Trade. If the bills of lading or its owner is abroad the period in question is extended to four months. Failure to present the required information within this period will make the goods liable to confiscation or requisition.

(4) For the fulfilment of this order I give to the Special Temporary Commission for the Regulation of Trade full control over the warehouse.

(5) For the distribution of goods and cargo not controlled by the temporary commission a special distributing and liquidating committee will be formed.

Order No. 3.

I henceforth forbid any transfer of merchandise from one person to another, if such goods are lying in the customs or private warehouse or forwarding offices, without the permission of Commission for Regulation of Trade. The transport of goods from one warehouse to another without the permission of the commission is also forbidden. Persons infringing this order are liable to a fine of 10,000 roubles or nine months in jail, and the goods will be confiscated.

From this date forward I forbid the export and import of all kinds of merchandise except with the permission of the president or commissioner of the Committee for foreign trade. Goods which will be exported or imported in spite of my order will be confiscated. The owners will be confined in jail for nine months, or in cases where the intentions were of a speculative character they will be handed over to the court in accordance with the law against speculation of March 11, 1919.

This order does not apply to cargo of the allied military authorities or to such cargoes belonging to private persons which at time of publication of this order were already on their way to Siberia.

I order the closing down in the town and in this province of all exchange shops and forbid any transactions with foreign exchange on the street. I forbid all operations whereby a premium is given for exchanging money of small denominations.

All persons not being able to present the necessary certificates showing their right to trade, and notwithstanding this trading are liable to a fine or imprisonment and exile from the district.

I forbid the issue of monetary coupons without the permission of the Commission for Regulation of Trade and without being covered to the full amount by deposit in the State Bank. These coupons which have been already issued must be guaranteed by such a deposit in a space of two weeks otherwise the coupons will be liable to confiscation at the expense of the institution who issued same.

I constitute a special Temporary Commission for the Regulation of Trade, to which I give full power to the execution of this order.

This order applies to all foreigners with the exception of diplomatic and consular representatives and expeditionary forces, exactly the same as to Russian citizens.

INSTRUCTIONS OF THE SPECIAL COMMISSION FOR THE REGULATION OF TRADE.

The formation of the commission has three objects:—

1. Full control for the purpose of executing orders for the accounting and classification of goods lying in Vladivostok and the Maritime Province.

2. Accounting and classification of those goods.

3. The separation from the cargoes and merchandise in the port:—

(a) Those which are undoubtedly liable to confiscation.

(b) Those which are liable to requisition or confiscation owing to speculative actions of their owners.

(c) Those which have no relation to speculation and which in order not to hinder the normal turnover of trade should be immediately freed from supervision.

Regarding the first object, the commission will appoint controllers, who must be admitted to all warehouses and to whom must be given every facility by trading firms for the ascertaining of all matters of interest to them, including the checking of books and business turnovers.

The commission has a right to close up and seal warehouses. The military and police are obliged to place the necessary force at the disposal of the commission and to extend all necessary assistance.

Regarding the third point, goods liable to immediate requisition are:—

(a) Those which have been lying in the customs for a longer period than allowed by the law.

(b) Those consigned to persons in Soviet Russia, it not being known where the owners are, or if the goods belong to a Government or public organization.

In cases where the question as to the owner of the goods is left unsettled, the commission has the right to investigate the ownership of the goods and to give their conclusions for confirmation by the head chief of the district.

(c) Goods belonging to local trading firms which have remained more than six months in local warehouses, although the market prices of the same presented the possibility of selling them at a price returning storage charges plus 25 per cent of the cost.

The commission will consider separately each question regarding accusations of speculation with various goods, and even though such charges prove to be unfounded, they will give their own conclusion regarding the necessity for requisition.

Payment for requisitioned goods will include the price at the day of arrival of the goods, storage charges, plus 25 per cent of the cost each year. The rate of exchange will be according to the rate of exchange on the day of arrival of the goods. Goods will also be liable for requisition which are considered essential for the military. Goods not belonging to local merchants which cannot be shipped out on account of disorganization of transport and in regard to which there is no evidence of speculation will not be liable, if not required for the needs of the military.

The Commission has the right to appeal to the head of the district in regard to the annulment of regulations interfering with normal trade.

The commission will begin its operations on September 5, 1919.

EXPORT FROM SIBERIA.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, August 21, 1919.—The following are the official figures of the export by sea from the port of Vladivostok during the six months from January 1 to June 30, 1919:—

1. Chemical goods of all kinds to Russia, 4,968½ poods, abroad (Japan, 1,111,267 poods), 1,131,502 poods.			
2. Groceries.to Russia	12,915 poods, abroad	2,541 poods.	
3. Tanning materials"	70,055 "	"	
4. Leather goods."	15,761½ "	3,917 "	
5. Colonial goods."	310,563 "	209,354 "	
6. Timber."	213½ "	1,966,638½ "	
7. Piece-goods."	11,177½ "	1,099 "	
8. Oil and grease."	5,305½ "	65,836 "	
9. Perfumery goods."	215½ "	"	
10. Furs."	"	10,968 "	
11. Fish."	"	337,040 "	
12. Ironware and instruments.to Russia	995½ "	26,379 "	
13. Raw materials."	29 "	118,389 "	
14. Grain."	"	348,776 "	
15. Fuel.to Russia	1,000 "	186,682 "	
16. Manure."	"	555,206 "	
17. Forage grain"	"	1,366,375 "	
18. Electro-technical goods.to Russia	4,252½ "	"	

The total quantity of merchandise of various kinds exported from Vladivostok by sea from January to June, 1919, according to information of the special representative of the Minister of Supplies and Provisions, amounted to 440,498 poods to Russia and 6,370,167 poods to foreign countries.

THE TAXATION OF COMMERCIAL TRAVELLERS IN CERTAIN COUNTRIES.

In *Weekly Bulletin* 816, page 577, we published a communication from the office of the Canadian Trade Commissioner, Cape Town, on "Taxes on Commercial Travellers visiting South Africa," and in *Bulletin* 817, page 623, one from the office of the Trade Commissioner in New Zealand on the taxation of commercial travellers in that dominion. In continuation of this subject and from replies to inquiries addressed to Canadian Trade Commissioners and Commercial Agents, we are now publishing information in respect to a number of countries.

At the outset it may be said that there are no special taxes on commercial travellers in the United Kingdom, Newfoundland, or the following islands in the British West Indies: Bahamas, Trinidad and Tobago, St. Lucia and St. Vincent, in any of the Presidencies of the Leeward Islands, and Demerara (British Guiana). Respecting Grenada, the Acting Colonial Secretary of the colony writes: "There is no tax on commercial travellers in this colony. They are only called upon to make a deposit in view of import duty when they bring in samples, which is returned to them on the exportation of such samples"—and this applies also to St. Lucia and St. Vincent.

Respecting Barbados, Mr. Lewis M. B. Meyers forwards from the office of the Canadian Government Trade Commissioner a copy of a minute on the subject by the Acting Attorney General of the colony:—

"No tax is imposed on commercial travellers as such. If a person who is a commercial traveller engages in trade in the island, he will be taxed as an ordinary trader in respect of the profit derived from the trade carried on by him. The Interim Traders' Act, 1909, which provides machinery for the rating of persons who after the 25th day of March in any year, or after the regular period of assessment has expired, engage in any trade or business in respect of the profit derived from which the person carrying on or doing the same is liable to be rated exempts from its provisions 'any commercial traveller or other person merely seeking orders for goods.'"

Australia.

Mr. C. Hartlett, Acting Canadian Trade Commissioner in Melbourne, Australia, reports as follows:—

DIRECT TAXES.

There are no taxes in force in Australia, either Commonwealth or State, which are specially levied on commercial travellers in pursuance of their calling.

INCOME TAX.

Commercial travellers are subject only to ordinary income taxation, both Commonwealth and State, and no exemption is allowed in the case of a traveller visiting Australia to sell goods on behalf of a foreign firm. The tax is levied on the principle that the salary, though received from outside sources, is earned in Australia. The minimum personal income taxed by the Commonwealth Government is £156 and by State authorities usually £201. In the case of a visiting traveller receiving a salary of £700 per annum who remains in the country for one year, Commonwealth taxation would be payable, but not State unless he remains in any one state for a sufficient time to have earned the amount of £201, or thereabouts, according to the minimum in force in that state.

GOODS SOLD.

The proceeds of goods sold on behalf of foreign principals are subject to income tax on the basis of 5 per cent profit on gross sales. On this basis, for instance, sales amounting to £5,000 would produce £250 profit which would be taxable at ordinary income rates.

SAMPLES.

Samples brought by visiting commercial travellers are dutiable at the customs, but the duty may be paid on deposit for a period not exceeding six months and recovered if the samples are exported within the prescribed time.

China.

Mr. J. W. Ross, Canadian Government Trade Commissioner at Shanghai, China, writes:—

There are no regulations whatever regarding commercial travellers and no taxes to pay. Commercial men are not distinguished from other travellers, and are free to visit any or all of the treaty ports without any restrictions.

Cuba.

The Acting Canadian Government Trade Commissioner at Havana, Cuba, writes:—

For commercial travellers making trips to Cuba and selling goods from samples there is no special regulation, but if they established themselves here and opened an office they would have to pay a license the amount of which would depend on the class of business that they do.

Holland.

Mr. P. L. Geleerd, Acting Canadian Government Trade Commissioner, Rotterdam, writes:—

Foreign commercial travellers can carry on their business in Holland without being liable to the payment of any special tax. Before 1914, however, commercial travellers were subject to a tax of Fl. 15, plus 10 per cent (additional percentage), or Fl. 16.50 (\$6.63) per annum, but the Tax Act of 1893 by which this tax was levied, was replaced in 1914 by a new State Income Tax Act which no longer imposed a special tax on commercial travellers.

Samples which commercial travellers may bring with them are exempt from import duty if of no commercial value. Samples of wines and spirits are not liable to import and excise duties, if the quantity does not exceed 3 deciliters (0.528 pint); samples of sugar should not exceed 15 decagrams (5.29 ozs.); and syrup 4 hectograms (14.11 ozs.)

In case of samples of value, a deposit equivalent to the import duty is required, and the traveller is supplied with a transit certificate available for six months, upon which he can secure the return of the deposit when the samples are re-exported. Samples may be re-exported through the original or any other custom house. Samples may not be sold.

Japan.

Mr. A. E. Bryan, Canadian Government Trade Commissioner at Yokohama, writes:—

There are no regulations in force in Japan pertaining especially to taxes on commercial travellers. The only tax which is paid is in the form of a customs duty on their samples, which, however, is refunded if taken from the country within one year. In this connection, Art. VIII of the Imperial Japanese Tariff laws states that: "Samples imported for the purpose of collecting orders are exempted from import duty if they are to be re-exported within one year from the date of importation, provided that security corresponding in amount to the duty is deposited at the time of importation."

Siberia and Russia.

Mr. L. D. Wilgress, Canadian Government Trade Commissioner, Vladivostok, writes:—

At the present rate of exchange, the taxes on commercial travellers work out ridiculously low, and a general revision may be expected at any time.

The regulations provide that firms sending commercial travellers to Russia are required to take out an annual trading license at a cost of roubles 150. A personal license costing roubles 50 must also be obtained by each traveller. This personal license is not necessary, however, if the traveller applies for the trading license in his own name.

These licenses may be obtained at the port of entry from the customs authorities on producing the necessary letters of authority. Samples which have neither the form nor nature of merchandise are admitted duty-free into Russia, while in the case of samples of value the traveller may deposit the amount of duty leviable at the custom house, and have same refunded on leaving the country with the samples in question provided not more than one year has elapsed.

PROHIBITED EXPORTS AND IMPORTS—WHEAT AND WHEAT PRODUCTS.

Memorandum of Customs 2340-B, dated September 27, 1919, states:—

Referring to Memos. 2333-B and 2334-B (see *Weekly Bulletin* 814, p. 491), it is advised that the regulations therein contained, so far as they relate to wheat and wheat products, apply to mixed grain containing wheat, which, when for exportation, refers to mixed grain inspected by the Dominion Government inspectors as Nos. 1, 2 or 3 mixed grain.

It is further advised that the Canadian Wheat Board has authorized the parties below named to sign licenses for the import and export of wheat and wheat products on behalf of that Board, namely:—

James Stewart, Chairman, Winnipeg, Man.
F. W. Riddell, Assistant Chairman, Winnipeg, Man.
H. Tooley, Secretary, Winnipeg, Man.
G. H. Kelly, Winnipeg, Man.
G. E. Goldie, Montreal, Que.
J. M. Hancock, Montreal, Que.
A. E. Clare, Montreal, Que.

DRAWBACK OF CUSTOMS DUTIES ON SHIPS' MATERIALS.

Memorandum of the Department of Customs No. 2339-13, dated September 27, 1919, has been published as under:—

Referring to Memorandum 2194-B of this Department, dated April 30, 1918, attention is drawn to an error in the printing of Schedule "B" on page 4 of the said memorandum.

Schedule "B" with side note as appearing in Order in Council of October 21, 1916, is as follows:—

SCHEDULE "B."

"I, the undersigned Registrar of Shipping at.....do hereby certify that the above named vessel is entirely new, built during the season of.....byat.....as above stated, and launched on the..... day of.....that the tonnage is.....tons gross, and that the said vessel is built with.....knees, and that the registered owners are....."

.....

 I further certify to having examined the certificates of classification, and find that the said vessel is classed at.....for.....years, and that the said vessel has within itself the power for independent navigation.

Port of.....

.....
Registrar of Shipping."

* State names if registered in Canada—otherwise inset in the words "Not registered in Canada."

Memorandum No. 2194-B, as printed, is now amended by striking out schedule "B" on page 4 thereof and inserting in lieu thereof schedule "B" as above written.

CONVEYANCE OF LIVE POULTRY ORDER OF 1919.

The following order of the Board of Agriculture and Fisheries of Great Britain has been published as a Memorandum of the Department of Customs (2338-B), dated September 19, 1919:—

The Board of Agriculture and Fisheries, by virtue and in exercise of the powers vested in them under the Diseases of Animals Acts, 1894 to 1914, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:—

PROTECTION OF POULTRY DURING CONVEYANCE BY WATER.

1. (1) The conveyance of poultry on a vessel to or from a port in Great Britain shall comply with the following conditions:—

(i) The poultry shall, while on board or on premises of a shipping company in connection with their conveyance by water, be protected as far as practicable from exposure to bad weather or sea water, or excessive heat;

(ii) The poultry shall be carried only in such parts of the vessel as are sufficiently ventilated, and receptacles containing the poultry shall be disposed so as to allow sufficient ventilation to reach each receptacle, and so as to afford access to each receptacle for inspection of the poultry as occasion may require;

(iii) Receptacles containing poultry shall as far as practicable be secured so as not to be liable to be shifted by the motion of the vessel;

(iv) A receptacle containing poultry may be placed on another such receptacle only if sufficient ventilation is left for each receptacle;

(v) The poultry, whether carried in receptacles or otherwise, shall not be so overcrowded as to cause injury or unnecessary suffering to the poultry.

(2) If any head of poultry while being conveyed as aforesaid on a vessel or while on premises of a shipping company in connection with their conveyance by water is found to be so injured that, in the opinion of the master of the vessel or a superior officer of the shipping company, the destruction of the bird is desirable to prevent unnecessary suffering, the master or officer, as the case may be, may cause it to be killed.

(3) If any poultry are conveyed in contravention of this article the shipping company and the master of the vessel shall, each according to and in respect of their or his own acts or omissions, be deemed guilty of an offence against the Act of 1894.

PROTECTION OF POULTRY DURING CONVEYANCE BY RAILWAY.

2. (1) The conveyance of poultry by railway in Great Britain shall comply with the following conditions:—

(i) The poultry shall, while conveyed in a railway truck or other vehicle, or while on premises of a railway company in connection with such conveyance, be protected as far as practicable from exposure to bad weather or excessive heat;

(ii) Every railway truck or other vehicle in which poultry are conveyed shall be sufficiently ventilated;

(iii) Receptacles containing poultry shall be so disposed as to allow sufficient ventilation to reach each receptacle, and so as to afford access to each receptacle for inspection of the poultry as occasion may require;

(iv) Receptacles containing poultry shall as far as practicable be secured so as not to be liable to be shifted during transit;

(v) A receptacle containing poultry may be placed on another such receptacle only if sufficient ventilation is left for each receptacle;

(vi) The poultry, whether carried in receptacles or otherwise, shall not be so overcrowded as to cause injury or unnecessary suffering to the poultry.

(2) If any head of poultry while being conveyed by railway in Great Britain or while on the premises of the railway company in connection with such conveyance is found to be so injured that, in the opinion of the stationmaster or other superior officer of the railway company, the destruction of the bird is desirable to prevent unnecessary suffering, the officer may cause it to be killed.

(3) If any poultry are conveyed in contravention of this article the railway company so conveying the poultry or causing or permitting them to be so conveyed shall, according to and in respect of the acts or omissions of the company, be deemed guilty of an offence against the Act of 1894.

PROTECTION OF POULTRY DURING CONVEYANCE BY ROAD OR EXPOSURE FOR SALE.

3. Poultry, while being conveyed by road or exposed for sale or while in a market or other place where poultry are habitually exposed for sale, shall in Great Britain—

(i) be protected as far as practicable from exposure to bad weather or excessive heat; and

(ii) not be confined in a receptacle which is not of a height and size reasonably sufficient for the poultry and the number contained therein, or which is so constructed as to be likely to cause injury or unnecessary suffering to poultry confined therein or which does not allow sufficient ventilation, but this shall not be deemed to prohibit the conveyance of poultry in "swills" or shallow baskets having a net over the top with mesh sufficiently small to prevent protrusion of the heads of the poultry; and

(iii) not unnecessarily be tied by the legs or be allowed to remain so tied for a longer period than is necessary; or unnecessarily be carried head downwards;

and in the event of any failure to conform to these provisions the owner and the person in charge of the poultry in relation to which such failure occurs shall, each according to and in respect of his own acts or omissions, be deemed guilty of an offence against the Act of 1894.

CONVEYANCE OF UNFIT POULTRY.

4. Poultry shall not be permitted, by the owner or person in charge thereof, to be conveyed on a vessel from a port in Great Britain to any other port or by railway or by road in Great Britain, if from injury or any other cause, such conveyance of the poultry may reasonably cause unnecessary suffering to them.

USE OF UNSUITABLE RECEPTACLES.

5. (1) Any person who in Great Britain, with a view to the conveyance of poultry by railway, water or road, shall place poultry in a receptacle, or portion of a receptacle, which is not of a height and size reasonably sufficient for the poultry and the number placed therein, or which is so constructed as to be likely to cause injury or unnecessary suffering to poultry carried therein, or which does not allow sufficient ventilation, or, in the case of conveyance by vessel or by railway, or by a public carrier, which is not so constructed as to protect the poultry from injury by protrusion of the head, legs or wings through the top or bottom or sides of the receptacle, shall be deemed guilty of an offence against the Act of 1894, and any person who, in Great Britain, being the owner or person in charge of poultry, shall put or cause to be put on board any vessel or consign by railway or by a public carrier the poultry while contained in any such receptacle, or portion of such receptacle, shall be deemed guilty of an offence against the Act of 1894.

(2) The provisions of this article relating to the height of receptacles shall not be deemed to prohibit the use for the conveyance of poultry of "swills" or shallow baskets having a net over the top with mesh sufficiently small to prevent protrusion of the heads of the poultry.

(3) A receptacle shall be deemed to be so constructed as to be likely to cause injury or unnecessary suffering, for the purposes of this article, if it measures more than twenty-four square feet, or if any compartment measures more than ten square feet, or if the receptacle is not sufficiently strong and rigid for the purpose for which it is intended to be used.

MIXED CONSIGNMENTS.

6. Turkeys, geese and ducks, which are placed in the same receptacle with other poultry, shall not be conveyed by a vessel from a port in Great Britain or by railway in Great Britain, unless the turkeys or geese or ducks, as the case may be, are in a separate compartment, and if any poultry are conveyed in contravention of this article, the owner and consignor of the poultry and the master of the vessel or the railway company, as the case may be, shall, each according to and in respect of his or their own acts or omissions, be deemed guilty of an offence against the Act of 1894.

HANDLING OF RECEPTACLES CONTAINING POULTRY.

7. Receptacles containing poultry shall, during conveyance on a vessel to or from a port in Great Britain, or in a railway truck or other vehicle in Great Britain, or while being loaded or unloaded thereon or therefrom, be lifted, carried and deposited with care and in such manner as to avoid injury or unnecessary suffering being caused to the poultry, and any person lifting, carrying or depositing a receptacle who fails to comply with this article shall be deemed guilty of an offence against the act of 1894.

INFORMATION TO BE FURNISHED BY INSPECTORS.

8. A carrier of poultry by railway, water or road in Great Britain shall, if so required by an Inspector of the Board, furnish him with the names and addresses of the consignors and consignees of the poultry so far as they are known to the carrier.

CONFINING OF POULTRY IN RECEPTACLE FOR UNNECESSARY TIME.

9. Any person who in Great Britain, in connection with the conveyance of poultry belonging to him or being under his charge, shall cause or permit the same to be confined in a receptacle for a time longer than is reasonably necessary, shall be deemed guilty of an offence against the Act of 1894.

CLEANSING OF RECEPTACLES.

10. A receptacle which has been used for the conveyance of poultry by land or water to any place in Great Britain, shall be thoroughly cleansed by the owner or person in charge thereof, before being again so used, and if sent by railway or vessel before being so sent.

FEEDING, ETC., OF POULTRY IN EXCEPTIONAL CIRCUMSTANCES.

11. Where the conveyance of poultry by a vessel or by railway has been so protracted by exceptional causes as to render it necessary to supply the poultry with food or water in order to protect the poultry from unnecessary suffering, the master of the vessel or the railway company, as the case may be, shall cause the poultry to be supplied with sufficient food and water.

INTERPRETATION.

12. In this order, unless the context otherwise requires,—

“The Board” means the Board of Agriculture and Fisheries;

“The Act of 1894” means the Diseases of Animals Act, 1894;

“Poultry” means live poultry and includes domestic fowls, turkeys, geese, ducks, guinea-fowls and pigeons;

“Port” includes place.

“Master” includes a person having the charge or command of a vessel.

Other terms have the same meaning as in the Act of 1894.

COMMENCEMENT.

13. This order shall come into operation on the sixteenth day of September, nineteen hundred and nineteen.

SHORT TITLE.

14. This order may be cited as the Conveyance of Live Poultry Order of 1919.

EXPORTS TO OCCUPIED GERMANY.

(British Board of Trade Journal.)

The British Board of Trade desire to draw the attention of traders to the fact that there is no obligation upon them to ship goods intended for “Occupied” Germany, Luxemburg, Alsace-Lorraine, or Switzerland, by any particular route, but that goods may be shipped at the exporter’s option by any of the several routes which are available, provided, of course, that a license is obtained from the Export License Department for the export thither of any of the goods named on the “A” or “B” Lists.

SS. “CANADIAN RANGER.”

The ss. *Canadian Ranger*, which forms the subject of the illustration on the front page of this number of the *Weekly Bulletin*, is a vessel of 8,100 tons, was built by Canadian Vickers, Montreal, and is engaged in the trade between Montreal and Liverpool.

CATALOGUE LIBRARY AT ROTTERDAM.

The Acting British Consul-General at Rotterdam reports that arrangements have now been made for the formation of a catalogue library at the Consulate-General, says the *British Board of Trade Journal*. British firms interested in the Dutch market are therefore invited to send copies of their catalogues direct to the British Consulate-General, Rotterdam.

IMPORTATION OF GOODS INTO ROUMANIA.

(British Board of Trade Journal.)

The Board of Trade are now in receipt of copy of a Decree-Law, dated the 10th July and published in the *Monitorul Oficial* of the 11th July, which contains revised provisions respecting the importation of goods into Roumania and also certain provisions intended to check speculation.

Articles 1 to 4 of the Decree provide as follows:—

Article 1.—The importation of articles of prime necessity is unrestricted.

The State reserves to itself the importation and sale of the articles of prime necessity specified in article 2 of the Decree-Law No. 1476, published in the *Monitorul Oficial* of the 1st-14th April, 1919, which is maintained in force.*

Article 2.—The importation of the articles of luxury specified in table "A" annexed is absolutely prohibited. The following exceptions are, however, made:—

- (a) Goods which had arrived in the country up to the date of publication of the present measure without any authorization. Such goods will be allowed to be imported on payment of a surtax of 50 per cent *ad valorem*.
- (b) Goods included in the categories specified in the table for which a permit had been obtained at the date of publication of the present measure in the *Monitorul Oficial*, whether or not they had arrived in the country, may be imported on payment of a surtax of 25 per cent *ad valorem*.

Article 3.—Articles of luxury mentioned in table "B" may be imported only with the permission of the Ministry of Commerce and Industry.

If such goods had already arrived in the country without a permit before the date of publication of this law, they may be imported on payment of a surtax of 20 per cent *ad valorem*.

Goods in this category arriving without a permit after publication of this law are subjected to the payment of a tax of 50 per cent *ad valorem*, should they obtain an authorization to pay the duties and enter the country.

Article 4.—The taxes mentioned in articles 2 and 3 of this law must be paid in lei, *ad valorem*, calculated on the invoice price at the official rate of exchange.

These taxes shall be received by the customs officers, who shall pay them to the State as revenue of the Ministry of Commerce and Industry.

Articles 5 to 9 of the decree contain certain regulations regarding the limitation of profits on the part of importers and merchants, as well as retailers.

The following is a translation of the tables "A" and "B" annexed to the decree:—

TABLE "A."—LIST OF ARTICLES PROHIBITED TO BE IMPORTED UNDER ARTICLE 2.

- No.
1. Jewellery of silver or gold with or without precious stones, and platinum jewellery. Pearl necklaces.
 2. Carpets, woollen, Indian, Turkish, Persian, or from other oriental countries.
 3. Indian or Turkish shawls.
 4. Ornamental feathers of any kind, also birdskins and stuffed birds, articles of feathers for wearing apparel.
 5. Silk lace.
 6. Sparkling wines and liqueurs.
 7. Rings and ear-rings of silvered or gilt metal, jewellery of silvered or gilt metal.
 8. Jewellery of silver-plated or gold-plated metal, or combined with imitation precious stones.
 9. Perfumes of all kinds except unscented eau-de-Cologne; mouthwashes and hairwashes.
 10. Articles of ivory, tortoise shell, mother-of-pearl, and other shells, worked or unworked.

* Article 2 of the Decree referred to, as amended, exempted from the freedom of commerce provided for by the Decree, meat, cereals, potatoes, haricot beans, fish, alcohol, and petroleum, and goods forming the subject of a fiscal monopoly.

TABLE "A".—*Continued.*

No.

11. Busts and statutes of marble; ornamental wares of alabaster, serpentine or marble, furniture accessories such as fancy tables, inksands, candlesticks, paper-weights, cups, statutes, medallions, frames, etc., manufactured from the above materials or from agate, onyx, malachite, rock crystal, garnet, jet, "tourmaline," or other precious stones, or combined with gold or silver.
12. Worked coral or any kind of precious stone, worked or unworked, also imitations of same.
13. Articles of meerschaum or imitation meerschaum.
14. Art glass, e.g., mirrors, candlesticks, frames for mirrors, and pictures, mosaics, charms beads, bracelets, necklaces, hand mirrors.
15. Iron fancy candelabra or chandeliers, nickelled, silvered or gilt.
16. Small silvered or gilt fancy articles of zinc for desks, etc.
17. Fancy articles of tin alloyed with lead, zinc, antimony, nickelled, silvered or gilt, and in general all kinds of fancy ornaments.
18. Fancy articles of aluminium or its alloys, combined with silk, mother-of-pearl, ivory, tortoise shell, silver or gold.
19. Fancy articles of nickel, silvered or gilt for tables, desks, etc., and articles of nickel alloy, silvered, gilt, or combined with silver or gold.
20. Busts and statues of art, combined with fine materials, and all other articles of sheet-copper, and its alloys, silvered or gilt.
21. Silver or gold articles, not otherwise specified, used for ornaments.
22. Leather articles combined with precious metals or fine materials.
23. Powder puffs combined with fine materials.
24. Made-up articles of pure silk fabric.
25. Clothing and made up articles of silk, wool, or cotton, trimmed with fur, feathers, hand-made lace, or embroidery, also linen goods trimmed as above.
26. Articles of tarred, waxed or varnished cloth, combined with Morocco leather, tortoise shell, mother-of-pearl, or precious metals.
27. Dogs, fancy or sporting.
28. Canaries, peacocks, parrots, pigeons, pheasants, and other fancy birds.
29. Figures and masks of wax.
30. Ornamental trees or shrubs.
31. Fans of feather, lace, embroidery, silk or other materials, combined with ivory, mother-of-pearl, tortoise shell, or other fine materials.
32. Beads, etc., of brass, silvered or gilt, of silver gilt, of silver, or of gold.
33. Toys of all kinds, and of any material.
34. Caviare, fresh, salted or pressed.
35. Fresh oysters.
36. Spirits from fruits, roots or plants, e.g., cognac, armagnac, rum, slivovitz, natural fruit spirits, and tafia.
37. Bracelets, necklaces, and fancy beads, made from porcelain, china, etc.
38. Musical boxes with clockwork mechanism, gramophones, etc.
39. Artificial flowers or parts thereof, made from paper, porcelain, glass, celluloid, india-rubber, wax or other paste, and, in general, all other trimmings for ladies' hats.
40. Spirits distilled from grain, beet and molasses, combined or not with sugar, and with or without aromatics.
41. Wine, must, and grape-juices of all kinds.
42. Fresh fruits of all kinds, except lemons, oranges and fruits required for medicinal purposes.
43. Jams, fruit or roots preserved in honey, sugar or sweetened alcohol, candy, syrups, jellies, fruit paste, stewed fruits, rahat, sweets of all kinds.
44. Hand-made lace of any vegetable textile material, mixed or otherwise, hand-made embroideries of any material.
45. Lamp shades, flowerstands, all kinds of ornamental paper wares, fancy letter-paper, photo-albums.
46. Prepared mustard, and all kinds of table sauces.
47. Cider and other fermented drinks.
48. Harmoniums, orchestrons, organs, and all other wind instruments, and parts of the same.
49. Tropical fruits, dried or preserved, except olives, coffee, capers, and those used for medicinal purposes.

TABLE "B."—LIST OF ARTICLES THE IMPORTATION OF WHICH IS SUBJECT TO THE RESTRICTIONS SPECIFIED IN ARTICLE 3.

1. Glass in metal frames, or stained.
2. Wire chains, silvered or gilt.
3. Furs of various animals from Tariff Nos. 82/4, simply sewn.
4. Fabrics of pure silk, coloured or plain, velvet, fine or open silk fabrics except those for sieves, gas mantels, or other silk fabrics for use in industry or science. Fabrics and made-up goods of artificial silk.
5. Silk webbing, silk ribbons of all kinds, of tulle, gauze or velvet.
6. Neckties of pure silk.
7. Collars, cuffs, shirtfronts, with hand-made embroidery or made of pure silk.
8. Collars, etc., as above, mixed with at least forty per cent of cotton or other vegetable textiles.
9. Braces, garters, and belts, made of pure silk embroidery or lace.
10. Braces, garters and belts made of mixed silk or trimmed with ribbons of mixed silk embroidery or machine-made lace.

TABLE "B".—*Continued.*

No.

11. Neckties or other neck-bands for ladies, of silk, or trimmed with embroidery or lace.
12. Corsets of silk or other textiles, trimmed, embroidered, or with lace.
13. Dress protectors covered with silk.
14. Shawls, draperies, head-dresses, table-covers, bed-covers, curtains, etc., of silk, velvet, plush, or other material if trimmed with embroidery or lace.
15. Umbrellas of silk or other material, if trimmed, embroidered or with lace or with handles of fine material.
16. Fabrics of all kinds with metallic threads, excepting church vestments.
17. Unspecified articles of wire or brass and its alloys, silvered or gilt.
18. Hatpins, hairpins, buckles, hooks, etc., if silvered or gilt.
19. Round or flat wire or thread of metal used in embroidery tissues, ornaments, silvered or covered with silk; round or flat wire or thread of silver, plain or covered with any textile material, gilt wire or thread, and round or flat gold wire or thread.
20. Buttons and combs of any metal, silvered or gilt, military buttons excepted.
21. Studs, silvered or gilt.
22. Prepared furs of astrachan (stillborn), blue or black fox, otter, marten, mink, ermine, chinchilla, Russian or Canadian sable.
23. Articles of fine leather (e.g., pocket-books, purses, cigarette-cases, etc.), even combined with ordinary material.
24. Shoes, boots, etc., made of fine leather (kid, deer, etc.), or of silk and leather.
25. Hats, clothing and trimming, except military.
26. Pâte de foie gras, game pâtes, etc.
27. Powder puffs combined with ordinary material.
28. Tulle, figured or embroidered, for ladies' veils, etc., and spangled tulles.
29. Gloves of cotton, linen hemp, or other vegetable material embroidered by hand or with lace.
30. Furs (as in No. 22) not prepared.
31. Picture postcards.
32. Fancy porcelain articles (household articles excepted).
33. Eyeglasses mounted in gold, silver, ivory, mother-of-pearl, or other fine material, also binoculars, opera-glasses, etc.
34. Household utensils, silvered or gilt.
35. Brooches, buckles, corset-hooks and fasteners, and similar articles of iron used for dress, if silvered or gilt. Also thimbles (not including articles of plain or nickelled iron).
36. Knives, polished, unmounted or mounted with fine wood, bone, zinc, ivory, tortoise shell, silver and gold; and scissors similarly mounted.
37. Pens, gilt or silvered.
38. Articles and wares of packfong, alpaca, argentan, etc., excepting table services.
39. Clocks, with fine mountings.
40. Watches, with case of silver, silver gilt, gold, or other fine materials.
41. Fine skin for gloves, buckskin, vellum, patent leather and other fine leather.
42. Leather wares of all kinds for personal use; travelling articles, cases, portfolios and schoolbags made from small skins.
43. Hats of fine felt.
44. Toilet soaps (perfumed or not), in tablets, paste, powder or liquid.
45. Panama hats, hats of palm fibre.
46. Hats, caps, bonnets, birets and other headgear of silk, plush or velvet.
47. Leather of all kinds for making portmanteaus, etc.
48. Furniture and all kinds of fancy cabinetmakers' wares, upholstered, carved, inlaid, combined with fine materials, gilt, silvered, enamelled.
49. Furniture of bamboo or other exotic woods, or combined with precious metals.
50. Small articles of cabinetwork, such as boxes, caskets, paper-knives, etc., combined with fine materials and precious metals, and frames, blind rollers, combined with such materials or metals.
51. Wooden chairs, polished, painted, ornamented, combined with fine materials or precious metals.
52. Walking sticks, umbrella handles, whips, penholders, cigarette holders, combined with fine materials or precious metals.
53. Woven mats of straw, reeds, exotic fibres, for ornamentation, when combined with fine materials.
54. Motor-cars and carriages "de luxe".
55. All furs and bird-skins not otherwise specified, dressed.
56. Tulles and guipures for curtains, bed-covers, furniture-covers, etc., fine, i.e., mesh of network, with combination of spots.
57. Tulles of any vegetable textile material without pattern or embroidery, for ladies' wear, bows, also spotted tulles.
58. Lace of any vegetable textile material, machine-made; machine-made embroidery of any material for use in dress-making, etc.
59. Ebony, mahogany, cedar and building woods in the rough or planed.
60. Chocolate and cocoa, ground or in tablets, in all forms, prune pulp, marmalade.
61. Parquet flooring.
62. Plush and velvet of any textile materials, whether bleached, dyed, or printed or not.
63. Woollen and cotton clothes and other made-up articles lined with silk.
64. Paper marbled or moroccoed, fine cardboard for pictures and photographs, fine duplex paper and board, wallpaper, silk paper (tissue paper), glazed paper and boards, velvet paper, laced paper, goffered paper or cutpaper, paper canvas stuck on silk, paper with monograms, emblems or any kind of designs in relief, gilt, silvered or bronzed; boxes of fine cardboard.

TABLE "B".—*Continued.*

No.

- 65. Skins and furs not otherwise specified, not dressed.
- 66. Articles made from animal hair mounted with fine wood, polished or carved, with horn, bone, brass, aluminium.
- 67. Raw silk of all kinds and floss silk, sewing silk, silk for embroidery and for making trimming or hosiery, dyed or undyed.
- 68. Beer.
- 69. Ribbons and trimmings of cotton and other vegetable fibres, woven or plaited, velveteed, white or dyed.
- 70. Billiard balls, frames, combs and other articles made of celluloid, etc., for use as ornament, even combined with other materials (except combs, buckles, and all simple toilet accessories wholly of celluloid).
- 71. Skates.
- 72. Pianos, grand and upright.
- 73. Skins, prepared, of stag, goat, hare, opossum, and musk.
- 74. All kinds of knitted articles of wool, excepting gloves and stockings, cut out, or cut out and sewn or combined with other materials or decorated by hand, or embroidered, or trimmed with lace; trimmings, ribbons, buttons and braids, lace and tulle of wool.
[NOTE.—Fabrics and made-up wares of wool or vegetable fibres, coloured or otherwise, printed or not, having machine-made embroidery (of wool or vegetable materials) or machine-made cotton lace, are permitted to be imported.]
- 75. Fine felt.
- 76. Carpets and mats of jute, cocoanut fibre, or other similar material, dyed or not, printed or not.
- 77. Skins, not prepared of stag, goat, hare, opossum and musk.

REGULATIONS REGARDING SOUTH AFRICAN INVOICES.

Mr. W. J. Egan, Canadian Trade Commissioner at Cape Town, South Africa, sends the following interpretations of the regulations governing South African import invoices:—

The Commissioner of Customs at Pretoria gives the following interpretations of certain terms embodied in Regulation No. 103:—

1. Current value for home consumption in the open market can only mean the value, at the time of exportation from the country in which purchase was effected, of the goods if they had been sold in such country, such value being that at which any person, without any special or exclusive favour or agreement, could buy.

In considering the definition of the word "current," it is obvious that in customs matters the word must be taken in connection with the actual exportation or importation. This consequently hands the word down to the time of exportation or importation. In other words the value that should be quoted is that of the goods if sold for home consumption in the open market at the time of exportation.

2. Current value for home consumption of place of purchase brought in the ordinary manner from the manufacturer or supplier. The meaning assigned to (1) applies, except as regards the words "brought in the ordinary manner."

The Commissioner states that there cannot be any doubt that this means "the usual way in which a buyer deals with a manufacturer or supplier." In this connection there must be considered what is the usual practice of buying certain articles. As the current value in its relation to customs clearly means the value at the time of exportation or importation, it is obvious that contract or special agreement purchases, lasting over specified periods, or not within the meaning of the words "ordinary manner." The words, therefore, can only mean "bought outright at the time of exportation, without any special or exclusive favour or agreement."

3. *Normal Quantities.*—It must be obvious, it is stated, that this expression can have only one meaning. The obvious meaning of the word "normal" in relation to the purchase of goods to be imported into the Union is unquestionably the word "analogical." No other meaning could possibly be assigned to it. The expression, therefore, clearly means "quantities analogous, i.e., similar to those being actually imported."

The Commissioner adds that the words "normal quantities" exclude the possibility of "retail prices" being the base of charge, except as regards the importation

of single articles. In all cases where goods are exported from bond in the country of purchase it is obvious that the value in bond is the value in the open market. The wholesale price to dealers, applicable to the quantities exported and as if the goods were to be sold to be consumed in the country of purchase, is obviously the value that is wanted.

It is further pointed out that the law takes no cognizance of contracts, and the Commissioner states that he is not prepared to alter the practice in that respect, except that the values obtainable for the goods at the time of entering into the contract, if such goods had been sold for consumption in the country of purchase, must be stated on the invoice, and where duty is leviable, duty paid on such values. It is, however, to be clearly understood that if circumstances arise which prove that undue use is being made of the contract system, the matter will be again fully considered with the view to the Government being protected.

The Commissioner states that owing to the great increasing amount of work thrown on the Customs Department by claims for refunds and the difference between the duties on foreign goods and those on goods the produce or manufacture of the United Kingdom or of reciprocal British colonies, which has not been claimed at the time of entry of the goods, it is found necessary to warn importers that under the regulations the certificates of origin must be produced at the time of importation and due entry.

Canadian Goods Shipped from United States.—South African customs require in addition to a certificate of Canadian origin a certified copy (if the original is not available) of the bill of lading or freight note from the factory to the port of shipment.

If the bill of lading issued in United States ports shows goods "In Bond" the rebate will be allowed.

PROPOSED SPANISH PAPER TRUST.

(Commercial Attaché Chester Lloyd Jones, Madrid, in United States Commerce Reports.)

It is reported that a new trust to control the entire paper market of Spain is in progress of formation. The present offices maintained by La Papelera, the so-called paper trust, will be discontinued, their place being taken by a mercantile society of limited liability of which all manufacturers of whatsoever class of paper will be members. The new company will have control only of the sale of paper and will not be concerned with manufacture.

It is said that the new organization will start operations at the beginning of 1920, that it already is assured the co-operation of all paper-making organizations and firms, and that committees are at work to determine what action should be taken to give to the industry the strongest manufacturing, mercantile, financial, and legal position.

All purchases of Spanish paper will have to be made through the trust and all sales must be made through its mediation. It is planned, therefore, to eliminate all competition in prices. The sharp rise which has recently occurred in the quotations of the shares of La Papelera, the present paper trust, is attributed to the favourable reception which the plans for the new organization have received. There is a strong feeling among Spanish paper manufacturers in favour of greater protection to the domestic paper industry; and the proposed organization would be a decided asset in urging such claims upon the Cortes, which at the end of this and the beginning of the next year will have the new tariff bill under consideration.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending Oct. 3, 1919.	Wheat	Oats.	Barley	Flax.	Rye.	Totals
	Bushels.	Bushels.	Bushels	Bushels.	Bushels.	Bushels
Fort William—						
C. P. R.	309,720	54,228	64,938	174	45,000	474,060
Empire Elevator Co.	180,245	49,606	8,060	4,821	12,011	254,743
Consolidated Elevator Co.	361,434	20,981	20,710	10,413	18,740	432,278
Ogilvie Flour Mills Co.	478,627	20,444	36,569		31,081	566,721
Western Terminal Elevator Co.	212,944	27,351	12,607	8,353	2,598	263,853
G. T. Pacific	300,240	125,590	15,621	7,564	10,487	459,502
Grain Growers' Grain Co.	415,020	142,934	117,664		78,503	754,121
Fort William Elevator Co.	99,624	149,903	20,175	4,993	17,163	291,858
Eastern Terminal Elevator Co.	7,569	13,194	1			20,764
Northwestern Elevator Co.	198,840	59,076	46,293	23	9,066	313,298
Port Arthur—						
Port Arthur Elevator Co.	476,693	175,123	71,936	27	48,924	772,703
Sask. Co-operative Elevator Co.	474,914	80,784	16,947	11,198	5,175	589,018
Canadian Government Elevator.	54,894	54,629	15,355	8,216	8,992	142,086
Can. Govt. Elev., for acct. Imp. Govt.				62		62
Thunder Bay.	244,055	182,706	23,536	1,530	10,793	462,620
Davidson & Smith.	57,000	85,643	38,243		6,007	186,893
Eastern-Richardson.	76,819	34,520	1,418	71	13,989	126,817
Vancouver Can. Govt. Elevator.	2,162	21,192				23,354
Total Terminal Elevators	3,950,800	1,297,904	510,073	57,445	318,529	6,134,751
Saskatoon Can. Govt. Elevator	3,894	19,898	1,538			25,330
Moosejaw Can. Govt. Elevator.	16,631	47,204	6,264	568	5,671	77,608
Calgary Can. Govt. Elevator.	9,312	17,733	7,193	113	1,270	38,371
North Transcona, C. P. R.			Not reported.		1,000	
	29,837	84,835	14,995	681	3,020	
Total Interior Terminal Elevators.					10,961	141,309
Depot Harbour			None in store.			
Midland—						
Aberdeen Elevator Co.	187,751	10,020				197,771
Midland Elevator Co.	54,460	164,904				219,364
Tiffin, G. T. P.	298,143					298,143
Port McNicoll	386,786	45,501	9,969			442,256
Collingwood						
Goderich—						
Elevator & Transit Co.	460,748	112,530				573,278
West. Can. Flour Mills Co., Ltd.			Not reported.			
Toronto—						
Campbell Flour Mills Co.	59,018	25,125	1,266			85,409
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.						
Port Colborne Dom. Govt. Elevator.						
" Maple Leaf Mill'g Co., Ltd.	421,657					421,657
Prescott						
Montreal—						
Harbour Commissioners No. 1.	316,264	312,676	520,242		14,343	1,163,525
" " No. 2.	644,961	235,213	255,513		50,857	1,186,544
Montreal Warehousing Co.	872,977	44,332	114,774			1,032,083
Ogilvie Flour Mills Co.	418,362		6,483			424,845
Quebec Harbour Commissioners.	71,888	21,572				93,460
West St. John, N. B., C. P. R.	19,321					19,321
Halifax, N.S., Can. Nat. Rys.	51,199					51,199
Total Public Elevators.	4,263,535	971,873	908,247		65,200	6,208,855
Total quantity in store.	8,244,172	2,354,612	1,433,315	58,126	394,690	12,484,915

† Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended October 3, 1919.

Grades.	On Account of Imperial Government	Terminals.	Interior Terminal Elevators	Public Elevators, Eastern Division.	Totals
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		12,774	2,125		14,899
No. 1 Northern		1,548,707	20,534	1,636,963	3,206,204
No. 2 "		726,121	1,044	1,217,159	1,944,324
No. 3 "		618,647		1,005,654	1,624,301
No. 4 Wheat		234,252	18	113,143	347,412
No. 5 "		111,467			111,467
No. 6 "		22,595		6,775	29,370
Other		676,237	6,116	283,842	966,195
Totals		3,950,800	29,837	4,263,535	8,244,172
Oats—					
No. 1 C. W.		4,018			4,018
No. 2 "		298,400	8,891	400,318	707,569
No. 3 "		371,030	6,666	276,779	654,475
Ex. No. 1 Feed		28,285	2,567	90,714	121,566
No. 1 Feed		151,515	21,721	41,535	214,771
No. 2 "		319,508	24,736	93,007	437,251
Other		125,148	20,254	69,460	214,862
Totals		1,297,904	84,835	971,873	2,354,612
Barley—					
No. 3 extra C. W.		709			709
No. 2 C. W.		85,194	754	347,931	433,879
No. 4 "		184,670	5,218	502,582	692,470
Feed		105,567	3,919	7,910	117,396
Rejected		68,250	2,778	48,558	119,586
Other		65,683	2,326	1,266	69,275
Totals		510,073	14,995	908,247	1,433,315
Flax—					
No. 1 Northwestern Canada	63	42,408	674		43,145
No. 2 C. W.		5,271			5,271
No. 3 "		5,445	4		5,449
Rejected					
Other		4,258	3		4,261
Totals	63	57,382	681		58,126
Rye—					
No. 1 C. W.		3,314			3,314
No. 2 "		205,557	3,020		208,577
No. 3 "					
No Grade		16,160			16,160
Rejected		45,818			45,818
Other		47,680	1,270	65,200	114,150
Totals		318,529	4,290	65,200	388,019
Corn			6,671		6,671
Total quantity in store...	63	6,134,751	141,309	6,208,855	12,484,915

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East on October 3, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>October 3, 1919—</i>			
Terminal Elevators.....	3,950,800	2,183,951	6,134,751
Interior Terminals.....	29,837	111,472	141,309
Public Elevators in the East.....	4,263,535	1,945,320	6,208,855
Total.....	8,244,172	4,240,743	12,484,915
<i>October 4, 1918—</i>			
Terminal Elevators.....	3,390,987	2,604,319	5,995,306
Interior Terminals.....	202,596	235,991	438,587
Public Elevators in the East.....	756,244	346,065	2,102,309
Total.....	4,349,827	3,186,375	8,536,202
<i>October 5, 1917—</i>			
Terminal Elevators.....	3,432,444	3,315,099	6,747,543
Interior Terminals.....	125,552	79,907	205,459
Public Elevators in the East.....	2,977,649	676,124	3,653,773
Total.....	6,535,645	4,071,130	10,606,775
<i>October 6, 1916—</i>			
Terminal Elevators.....	6,863,248	3,427,913	10,291,161
Interior Terminals.....	271,373	63,472	334,845
Public Elevators in the East.....	5,099,660	8,890,557	13,990,217
Total.....	19,234,281	12,381,942	24,616,223
<i>October 8, 1915—</i>			
Terminal Elevators.....	11,605,603	1,946,675	13,546,278
Interior Terminals.....	51,681	1,253	52,934
Public Elevators in the East.....	1,365,217	375,450	1,740,667
Total.....	18,022,501	2,317,378	15,339,879
<i>October 8, 1914—</i>			
Terminal Elevators.....	17,206,128	5,256,776	22,462,904
Public Elevators in the East.....	4,449,197	1,093,983	5,543,180
Total.....	21,655,325	6,350,759	28,006,084

Quantity of United States Grain in Store at Public Elevators in the East for the Week ended October 3, 1919.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Midland Elevator Co.....				348,440		348,440
Montreal—						
Harbour Commissioners No. 1.....			33,426			33,426
" " No. 2.....				29,889	1,014	30,903
Montreal Warehousing Co.....	59,578					59,578
Total.....	59,578		33,426	621,178	1,014	715,196

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended October 3, 1919.

TERMINAL ELEVATORS.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts..... Rail....	3,438,451	752,617	293,096	22,527	46,803	4,553,494
Shipments:						
Lake.....	4,355,720	504,715	301,407	.....	13,897	5,175,739
Rail.....	72,334	84,526	23,505	3,804	.....	184,169

INTERIOR TERMINAL, ELEVATORS.

Receipts..... Rail....	58,633	34,962	994	.....	3,018	97,607
Shipments:						
Rail.....	44,229	31,671	1,710	.....	.....	77,610

PUBLIC ELEVATORS IN THE EAST.

Receipts..... { Rail....	2,150,462	19,923	93,706	.....	1,148	2,265,239
{ Vessel..	5,067,392	264,743	25,184	.....	.....	5,357,319
Shipments:						
Water.....	2,078,530	111,057	174,989	.....	.....	2,364,576
Rail.....	2,840,068	250,665	16,076	.....	1,302	3,108,111

RECAPITULATION.

Receipts..... { Rail....	5,647,546	807,502	387,796	22,527	50,969	6,916,340
{ Vessel..	5,067,392	264,743	25,184	.....	.....	5,357,319
Shipments:						
Water.....	6,434,250	615,772	476,396	.....	13,897	7,540,315
Rail.....	2,956,631	366,862	41,291	3,804	1,302	3,369,890

THE VITAL NEED

of the hour is a bumper Victory Loan. The Victory Loan is the keystone of "Peace with Prosperity." The duty of each citizen is to save every available shilling and subscribe to the

VICTORY LOAN

EARLY IN NOVEMBER

NEW INCORPORATIONS.

Dominion.

The Economical Refrigerator Company, Limited. Incorporators: Onesime Readman, manufacturer of essence; Louis Antoine Octeau, accountant; and Joseph Douglas Gerard, trade solicitor—all of Montreal, and Joseph Cazeau, carpenter, and Francois Xavier Readman, foreman—all of Grand Mère, Que. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Montreal.

Rock City Tobacco Company, Limited. Incorporators: Napoleon Drouin, Edmond Drouin, Alexis Drouin and Joseph Picard, manufacturers; Aldred Drouin, merchant, and Olivier Drouin, superintendent—all of Quebec. Capital \$2,500,000, divided into 25,000 shares of \$100 each. Chief place of business, Quebec.

French Clasp Company, Limited. Incorporators: Eugene Marchand, collector; Donat Belanger, agent; Arthur Maurice Lacoste, editor; George Cloutier, accountant; and Eugenie Aubuchon, stenographer—all of Montreal. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

Robinson's Clothes, Limited. Incorporators: Howard Wilmer Robinson, and Dudley Freeman, managers; Henry Joseph Fitzgerald, accountant; Minnie Bradley and Margaret Hartley, stenographers—all of Montreal. Capital \$1,000,000 divided into 10,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Sun Company of Canada, Limited. Incorporators: Frank Breadon Common and Linton Hossie Ballantyne, advocates; Francis George Bush, Herbert William Jackson, and William Jackson, book-keepers; and William Patrick Creagh, stenographer—all of Montreal. Capital \$100,000 divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

The Dominion Food Products Company, Limited. Incorporators: Charles Lawrence Dunbar and Leo William Goetz, solicitors; Helen M. McTague, student-at-law; John Sutherland, junior, and James Sutherland, insurance agents—all of Guelph. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Guelph.

North American Dye Corporation, Limited. Incorporators: Gordon Page Ewings, business manager; Frederick George McBrien, student-at-law; James Richardson Roaf, John Creighton and James Warburton, solicitors; and William Graham, broker—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Toronto.

Emile Lacas, Limited. Incorporators: Alfred Edward Adams, Ferdinand Edward Dewhurst, Edward Astley Goodier, Charles Hilliard Smith, and William Mann Sutherland, accountants—all of Ottawa. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Ames Holden Felt Company, Limited. Incorporators: Talmon Henry Rieder, manufacturer; Douglas Lorne McGibbon, financier; Stephen John LeHuray, advocate; Charles Henry Ancrum, accountant; and Wilma Ethel Coughtry, stenographer—all of Montreal. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business Montreal. (Private company.)

Edmonton Lumber Exchange Limited. Incorporators: Adam Stuart Matheson, barrister; Joseph Walter Sands Chapelle, Willard Fieeland Cavanagh and John Joseph Nierengarten, lumber dealers; and Benjamin Shore, merchant—all of Edmonton. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Edmonton.

Canada Brass Products, Limited. Incorporators: Louis Payne, manufacturer; Albert Mashke, book-keeper; Jacques Panneton and Robert Poisson, law students; and Florestine Poisson, stenographer—all of Montreal. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

WOODEN HOUSES FOR THE UNITED KINGDOM.

The following cablegram has been received from the Canadian High Commissioner's Office, London:—

"The British Government's modification of building regulations will permit the erection of wooden houses providing they are waterproof, fireproof and flooring dampproof. We have inquiries from local authorities. Any plans and particulars sent will be useful. C.I.F. cost if possible."

For information address Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

TENDERS INVITED.

Australia.

Tender forms and specifications have been received from Mr. C. Hartlett, Acting Canadian Trade Commissioner, Melbourne, for material required by the Victorian Government Railway Department, Melbourne.

These tender forms are open to the inspection of interested Canadian manufacturers at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (refer file No. 20603).

Tenders in conformity with the specifications are to be addressed to the Secretary, Victorian Government Railways, Melbourne, Australia.

Particulars of the requirements are briefly outlined thus:—

No.	Date of Closing.	Particulars.
32718.	January 7, 1920—	Six tons galvanized steel strand wire, as specified.
32738.	" 21, 1920—	Automatic surface grinding machines, shaftings, bearings, etc. (as specified).

South Africa.

SOUTH AFRICAN RAILWAYS AND HARBOURS.

From the office of the Canadian Trade Commissioner in Cape Town, South Africa, there have been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, copies of indents Nos. 216 and 219, issued by the Department of Railways and Harbours of the Union of South Africa, and recently transmitted to the High Commissioner for South Africa in London. Indent No. 216 is for the supply of galvanized steel wire ropes during the twelve months, 1st January, 1920, to 31st December, 1920. Tender 219 is for the supply of brass piping, brass and copper sheets. Both tenders close at Johannesburg on 24th November, 1919. The indents may be seen at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. (Refer to file No. 18271.)

STEAMSHIP SERVICE BETWEEN VANCOUVER AND MEDITERRANEAN AND NEAR EASTERN PORTS.

Messrs. Dingwall Cotts & Company, Vancouver, advise that the first-class steel steamer *Mont Cenis*, 4,597 tons, will load at Vancouver about October 20 for Marseilles and Genoa. This is the first steamer on the new service inaugurated by the Société Générale de Transports Maritimes à Vapeur of Marseilles, and will be followed by others at monthly intervals. She will also take cargo for other ports in the Levant, Black Sea, and Egypt, for transshipment at Marseilles.

Messrs. Dingwall Cotts & Company, agents for the line, are now booking cargo for the above and will be glad to quote rates of freight on application.

Steamers will also be available for outward cargoes from the Mediterranean to Vancouver, and it is hoped that it may be possible for Canadian firms to take advantage of the facilities thus afforded.

The owners are also prepared to send their steamers to West Indian and Spanish ports if sufficient cargo offers to make these calls worth while.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Minnedosa, C.P.O.S. Line, about October 16; *Rimouski*, White Star-Dominion Line, about October 16; *Canadian Seigneur*, Can. Govt. Merchant Marine, Ltd., about October 17; *Canada*, White Star-Dominion Line, about October 22; *Scandinavian*, C.P.O.S. Line, about October 25; *Metagama*, C.P.O.S. Line, about October 30; *Megantic*, White Star Dominion Line, about October 31; *Canadian Trooper*, Can. Govt. Merchant Marine, Ltd., about October 31; *Canadian Navigator*, Can. Govt. Merchant Marine, Ltd., about November 10.

MONTREAL TO LONDON.

Grampian Range, C.P.O.S.-Furness Line (Furness), about October 16; *Vardulia*, Cunard Line, about October 19; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about October 22; *Verentia*, Cunard Line, about October 25; *Grampian*, C.P.O.S.-Furness Line (C.P.O.S.), about October 26; *Cornish Point*, C.P.O.S.-Furness Line (Furness), about October 27; *Venusia*, Cunard Line, about November 8.

MONTREAL TO ANTWERP.

Scotian, C.P.O.S.-Furness Line (C.P.O.S.), about October 23; *War Beryl*, C.P.O.S.-Furness Line (C.P.O.S.), about October 25.

MONTREAL TO GLASGOW.

Pretorian, C.P.O.S. Line, about October 24; *Saturnia*, Anchor-Don. Line, about October 24; *Holbrook*, C.P.O.S. Line, about October 30; *Cassandra*, Anchor-Don. Line, about November 6.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Dominion, Dominion Line, about October 16; *Monmouth*, C.P.O.S. Line, about October 16; *Virgilia*, Cunard Line, about October 21; *Sardinian*, C.P.O.S. Line, about October 23; *Vellavia*, Cunard Line, about October 25; *Turcoman*, Dominion Line, about November 4.

MONTREAL TO MANCHESTER.

Manchester Hero, Manchester Liners, about October 18; *Manchester Importer*, Manchester Liners, about October 25; *Manchester Division*, Manchester Liners, about November 4; *Manchester Mariner*, Manchester Liners, about November 8.

MONTREAL TO HULL.

Norfolk Range, Furness Line, about October 31.

MONTREAL TO LEITH.

Cairndhu, Thomson Line, about October 17.

MONTREAL TO NEWCASTLE ON TYNE.

Cairnmona, Thomson Line, about October 25.

MONTREAL TO DUBLIN.

Carrigan Head, Head Line, about October 18; *Ramore Head*, Head Line, about October 27.

MONTREAL TO BELFAST.

Melmore Head, Head Line, about October 15; *Fanad Head*, Head Line, about October 20.

MONTREAL TO ST. NAZAIRE (FRANCE).

Alston, Can.-French Line, about October 15.

MONTREAL TO HAVRE (FRANCE).

Kamarina, Canadian-Trans-Atlantique Line, about October 15; *Lord Dufferin*, Canadian-Trans-Atlantique Line, about October 18; *Hudson*, Canadian-Trans-Atlantique Line, about October 25; *Wisley*, Compagnie Can. Trans-Atlantique (Canada Steamship Lines, general agents), about November 5.

MONTREAL TO BERGEN, STAVANGER AND CHRISTIANIA (NORWAY).

Ranenfjord, Norwegian American Line (C.P.O.S., agents), about October 15.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan McWilliam, Houston Lines, about October 25; **Canadian Settler*, Can. Govt. Merchant Marine, Ltd., about November 7.

MONTREAL TO SOUTH AFRICA,

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.
New Toronto, Elder-Dempster Line, about November 5.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin
(*Port Chalmers*).
A Steamer, New Zealand Shipping Co., about October 25.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Warrior, Can. Govt. Merchant Marine, Ltd., about November 1.

MONTREAL TO BARBADOS, TRINIDAD, AND DEMERARA.

Canadian Gunner, Can Govt. Merchant Marine, Ltd., about November 12.

MONTREAL TO ST. JOHN'S, NEWFOUNDLAND.

Canadian Adventurer, Can. Govt. Merchant Marine, Ltd., about October 29;
Canadian Sower, Can. Govt. Merchant Marine, Ltd., about November 1.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaudiere, Royal Mail Steam Packet Co., about October 17; *Caraguet*, Royal Mail Steam Packet Co., about October 31; *Chaleur*, Royal Mail Steam Packet Co., about November 14.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, MOJI, SHANGHAI AND HONG KONG.
Chicago Maru, Osaka Chosen Kaisha, about November 18.

VICTORIA TO YOKOHAMA, KOBE, MOJI, MANILA AND SHANGHAI.
Mexico Maru, Osaka Chosen Kaisha, about October 29.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.
Katori Maru, Nippon Yusen Kaisha, about October 12.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG
Fushimi Maru, Nippon Yusen Kaisha, about November 2.

From Vancouver.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about November 26; *Makura*, Canadian Royal Mail Line, about December 8.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.
Empress of Asia, C.P.O.S. Line, about October 30.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Empress of Japan, C.P.O.S. Line, about November 13.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Harold Dollar, Canadian Robert Dollar Co., about October 25.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Cyclops, Blue Funnel Line, about October 20 (Victoria about November 4).

VANCOUVER AND MARSEILLES (FOR MEDITERRANEAN AND NEAR EASTERN PORTS).

Mont Cenis, Société Générale de Transport Maritimes, Marseilles, about October 20.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," OF THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, OR THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

2880. **Woollen goods, furs, etc.**—A London firm of manufacturers' agents, importers and exporters are desirous of securing the agencies of Canadian manufacturers of woollen goods, furs, jewellery, watches, optical goods, and leather goods.

2881. **Machinery, manufactured goods.**—A firm of importers in London, England, are in the market for all kinds of machinery and manufactured goods. Catalogues, samples, etc., wanted.

2882. **Representation in Brazil.**—A chemical engineer, graduate of McGill University in both arts and science, with practical experience in chemicals and machinery of all kinds, having managed a shell plant during the war, is about to leave Canada for Brazil where he will establish a Canadian agency. He would like to receive communications from Canadian manufacturers wishing representation in Brazil.

2883. **Flour.**—A representative of a commercial agency in Barbados, British West Indies, is on the way to Canada in order to make connections with Canadian manufacturers. He would like particularly to arrange to represent a flour mill on the Atlantic seaboard of Canada.

2884. **Teapots.**—An importer of St. John's, Newfoundland, would like to hear from Canadian manufacturers of brown earthenware teapots.

2885. **Foodstuffs.**—An importer in Hamburg, Germany, desires to establish connections with Canadian export firms dealing in corn products and other foodstuffs for kitchen use. His principal trade is in filling country orders, so that goods packed in $\frac{1}{4}$, $\frac{1}{2}$ and 1-pound packets are of special interest.

2886. **Foodstuffs.**—A firm of large wholesale buyers in Athens, Greece, who have also specialized in the Greek market as foodstuffs agents for forty years, desire to be brought in touch with Canadian exporters. The following are the products required:—

Canned goods (always the same grades)—	Macaroni and alimentary pastes in packages or in bulk.
Lobsters.	Cocoa.
Shrimp.	Chocolate.
Salmon (pink) tins or barrels.	Coffee.
Crabs.	Fish—
Sardines of all sizes and varieties (those in olive oil are preferred).	Salted and smoked.
Condensed milk.	Various products—
Jams.	Butter.
Marmalades.	Cheese.
Canned meats.	Oats.
Colonial foodstuffs—	Biscuits.
Pepper.	Tea.
Cinnamon.	Dry beans.
Sugar.	Chick peas, etc.
Rice.	Lentils.
Tapioca.	

Offers with samples and prices c.i.f. Piræus. Shipments payable at destination against documents; in some cases drafts are guaranteed by banks for acceptance. Correspondence in English.

2887. **Machinery.**—An important Belgian firm is anxious to get in touch with Canadian producers of machines used in the manufacture of wire nails.

2888. An importer in Rotterdam, Holland, desires to be put in touch with Canadian suppliers of copper, chemicals, leather, lime, marble, mica, oils and pulp.

2889. **Representation in Palestine and Syria.**—A firm of merchants and manufacturers' agents of Haifa, Damascus and Beyrout, who do business all over Palestine and Syria, desire to represent Canadian manufacturers in these countries. There is at present considerable demand for practically all classes of goods, the most urgent of which are agricultural machinery, carriages and accessories. Catalogues and price lists wanted.

2890. **Produce.**—A Canadian doctor established in Egypt, who took an active part in the war, believing that there are great opportunities in Egypt for the development of Canadian trade, would like to receive communications from Canadian manufacturers and exporters of produce who would like to make selling connections with Egypt. He has organized a commercial agency, including a group of merchants and financiers, and branches have been established in Egypt, Sudan and Syria.

2891. **Flour, grain, oats, bran, etc.**—A firm of commission merchants in Port of Spain, Trinidad, would like to handle Canadian flour, grain, oats, bran, etc., on a commission basis.

2892. **Gall stones.**—A firm of importers in Japan (Kobe) is anxious to get in touch with Canadian manufacturers of gall stones.

2893. **Hay.**—A Liverpool importer asks to be placed in touch with exporters with a view to business as soon as freight rates and space conditions permit.

2894. **Oil stoves.**—A Liverpool firm are prepared to place large orders for oil stoves, for which a strong demand exists.

2895. **Pianos.**—A Liverpool firm ask to be placed in touch with exporters of pianos.

2896. **White powdered arsenic.**—A Liverpool firm ask to be placed in touch with exporters of white powdered arsenic.

2897. **Ochres.**—A Liverpool firm ask to be placed in touch with exporters of ochres.

2898. **Mattress wire.**—A Liverpool firm are open to purchase mattress wire, 23 gauge mainly.

2899. **Maple flooring.**—A Liverpool firm ask for offers of 100,000 feet of the above, 1-inch by 4½-inch, finishing 1⅓-inch by 4-inch, face planed, tongued and grooved.

2900. **Exports to Holland.**—A Canadian firm with headquarters at Vancouver, B.C., and branch offices in London, New York, Portland, Seattle and San Francisco, has recently opened an office in Rotterdam to carry on business as steamship agents, import and export merchants, and would like to get in touch with Canadian shipping and insurance interests, producers of all kinds of foodstuffs, manufacturers of agricultural machinery, and exporters of raw materials suitable for European requirements.

2901. **Household utensils.**—A Cape Town firm of manufacturers' representatives wish to get in touch with a Canadian manufacturer of aluminium ware, in kitchen and household utensils.

2902. **Hardware.**—A well-established Port Elizabeth firm will be pleased to receive catalogues with prices and latest discounts, for Canadian enamelware, tinware and builders' and household hardware. Immediate correspondence requested.

2903. **Provisions.**—A South African firm of manufacturers' representatives, with well-established connections, wish to represent a Canadian house for provisions.

2904. **Galvanized hollow-ware.**—A Cape Town firm of manufacturers' representatives are anxious to secure the agency of a Canadian manufacturer of galvanized hollow-ware. Correspondence with full particulars requested.

2905. **Canned fish.**—A Natal commission agent wishes to represent a Canadian manufacturer of canned fish, particularly for lobster, herrings and sardines.

2906. **Manufacturers' machinery and raw materials.**—A firm of indentors and manufacturers' agents in Australia are desirous of securing Canadian agencies for manufacturers' machinery and raw materials used in confectionery, bakery, milling, chemical and grocery lines. Automatic wrapping and packing, labelling and other labour-saving lines are particularly sought, as well as metal bottle caps and capsules of all sizes. Reference.

2907. **Paper.**—A Glasgow firm who are buyers for one of the largest paper distributors of India, in addition to having an extensive home trade, ask for quotations on all classes of paper, especially news, printings and cream laid; quantities, 50 tons at a time.

2908. **Weaving wire.**—A Glasgow firm ask to be placed in touch with exporters of mild steel galvanized and iron weaving wire suitable for making wire gauze.

2909. **Wire.**—A Glasgow firm are in the market for the following: electric welding wire, hairpin wire, weaving wire, tinned mattress wire, wire rods.

2910. **Foodstuffs, clothing, etc.**—A syndicate recently formed in Great Britain desire to be brought into communication with Canadian manufacturers and exporters of every description of foodstuffs, ready-made clothing, linen, woollen and cotton piece-goods, gloves, buttons, and all articles in common use.

2911. **Agencies.**—A firm of commission agents in Rotterdam desire to get in touch with Canadian canners and packers of preserved foodstuffs and manufacturers of rolled oats, with a view to representing them in Holland.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be

glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses, the world over, for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in

engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 R.S. Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 R.S. Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 R.S.—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25 **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30. **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31. **R.S.** Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32. **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.** Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward, without charge, to any one desiring them, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Deputy Minister, Department of Trade and Commerce, Ottawa."

“ “ 1917.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Svetlanskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiansia, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Inspection and Water Meters Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



SS. *Canadian Warrior*. (See p. 776.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, October 20, 1919.

No. 820.

ACREAGE OF VARIOUS CROPS IN ENGLAND AND WALES IN 1919.

ACTING CANADIAN TRADE COMMISSIONER C. G. VENUS.

London, September 24, 1919.—In a memorandum just issued the Board of Agriculture states that the preliminary tabulation of the agricultural returns shows that the total acreage under crops and grass in 1919 in England and Wales amounts to 26,750,000 acres, of which 12,310,000 are arable land and 14,440,000 permanent grass; these items showing decreases, as compared with 1918, of about 90,000 and 147,000 acres respectively.

The acreage under wheat, 2,221,000 acres, shows a decrease of 335,000 acres, or 13 per cent during the year, but except for 1918, is the largest since 1891. Barley shows a very small increase, but oats have fallen from $2\frac{3}{4}$ to rather more than $2\frac{1}{2}$ million acres, but occupy the second largest area on record. Beans and peas show increases of $13\frac{1}{2}$ and 9 per cent respectively.

Potatoes show a very largely reduced acreage, the total, 476,000 acres, being only three-fourths that of last year and but little greater than the pre-war average. Turnips and swedes show a material recovery, and are only just short of a million acres; while the mangold acreage is slightly reduced.

Among other crops the most noteworthy changes are the increases in the area under mustard (which has recovered the area in 1916), cabbage, rape, vetches, and celery; while the most important relative decreases have taken place in kohl-rabi (the smallest acreage on record), onions, chicory and sugar-beet.

The area under clover, sainfoin, and grasses under rotation, as might be expected as a consequence of last year's large addition to the arable land, shows a material increase, viz., over 160,000 acres, one-third of this being in the area reserved for hay. The total area reserved for hay, viz., 1,500,000 acres of clover, etc., and 4,170,000 acres of permanent grass, amounted to 5,670,000 acres altogether, or some 73,000 acres less than last year; the total area to be grazed shows an increase of 88,000 acres. The dry spring is no doubt accountable for the smaller area of the hay crop; and to the same cause (or at least in part) may probably be attributed the large increase in the bare fallow, 650,000 acres, as compared with little more than 400,000 last year, and about double the normal acreage.

HORSES AND CATTLE.

Horses used for agriculture, including breeding mares, show a small decline; but a small increase in unbroken horses nearly counterbalances this; and other horses (saddle, vanners, etc.) on the farm also show a rise, so that the total of all horses on the farm is some 10,000 more than last year.

Cows in milk are more numerous than last year by 85,000, or $4\frac{1}{2}$ per cent; the total, 1,944,000, is the largest on record. Cows and heifers in calf show, however, a material decline, but the total of cows and heifers, in milk or in calf, amounts to 2,554,000, or only 25,000 less than last year's record. Other cattle show a slight increase, but only in the class over two years, the younger animals decreasing by about 5 per cent. The total of all cattle, 6,195,000, is just 6,000 below last year's figure.

Sheep show a decline of 1,350,000, or 8 per cent, the total number being 15,123,000, which is the lowest on record. Breeding ewes declined by over 700,000 (11 per cent), and lambs by over a million, but other older sheep increased by 400,000.

Sows kept for breeding numbered just over a quarter of a million, a decline of 13 per cent, and just below the figure of 1917, hitherto the lowest. Other pigs, however, increased by 140,000 (10 per cent) and the total of all pigs was just 1,800,000, or 6 per cent more than last year.

MARKET FOR MAPLE FLOORING AND 3-PLYWOOD IN THE UNITED KINGDOM.

TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, October 1, 1919.—In response to inquiry from Canada, the following information has been secured as to present market prospects for maple flooring and 3-plywood.

MAPLE FLOORING.

The general outlook for maple flooring at the present time is excellent, as there is a good demand, and with the large amount of building in prospect, this should steadily increase, as industrial conditions become more settled. The sizes most in demand are 1-inch and 1½-inch by 4-inch and 4½-inch. Wholesale prices at various dates during the past few years have been as follows:—

December	31, 1915,	£22 to £27	per standard.
"	31, 1916,	27 to 32	"
"	31, 1917,	30 to 40	"
June	1, 1918,	35 to 45	"
December	31, 1918,	35 to 45	"
February	1, 1919,	30 to 37 10s.	"
May	1, 1919,	25 to 35	"
August	1, 1919,	55 to 65	"
September	1, 1919,	55 to 65	"

3-PLYWOOD.

Considerable quantities of 3-plywood are imported, normally, the supply in the past coming mainly from Russia, and consisting chiefly of alder, together with some birch, which is sold at a higher value. It is supplied in soft mahogany and poplar by Holland, in sap gum, birch, ash, and cottonwood by home producers, and in gum, both black and sap, birch and cottonwood, from the United States.

It is used mainly for cabinetmaking and shopfitting, and to some extent in connection with house building. It is also used by box manufacturers.

The thicknesses in demand are mainly 3, 4, 5, and 6 millimetres, and there is also some call for 9 millimetres and thicker. The best sizes are about 4 feet by 4 feet, 5 feet by 4 feet, and 6 feet by 4 feet, or from 40 inches to 60 inches long by 30 inches to 50 inches wide.

The bulk of the demand is for first quality, which must be free from knots one or both sides, sanded surface, but there is also a call for second quality, admitting slight defects such as small knots, splits, but not admitting loose veneers. The cement must be waterproof.

The demand outlook for the future is excellent, as the use of 3-ply has been rapidly increasing in this country, but at present there is considerable slump in the demand, owing to the large stocks which have accumulated in the country for aeroplane manufacture, and to unsettled industrial conditions, of which one important factor is the cabinetmakers' strike.

Lists of importers of maple flooring and 3-plywood in this district may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, referring to file No. 22311.

COMMERCIAL NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Trade Conditions in New South Wales.

Sydney, September 4, 1919.—The seamen's strike, which has lasted for two and a half months, came to a definite conclusion last week, and the differences between ship owners and men will shortly be dealt with at a round table conference. Australia is used to frequently recurring strikes, but it is doubtful if any previous strike has paralyzed commerce more than the one just concluded. Thousands of tons have been held up at the various ports awaiting shipment, and while that was the case commercial transactions have been of a very limited nature.

Synchronising with the termination of the strike came also the much wanted rain in our pastoral and agricultural areas, and, although the quantity is not as large as what is required, it came as a very welcome break in an unusually long spell of dry weather. Had it held off much longer the area under wheat would have been of a very negligible quantity, but the timely arrival of rain has altered the outlook considerably.

Wool Production in New South Wales.

The following table shows the total production of wool in New South Wales, and the estimated value of the clip each season during the past ten years:—

Season—	Net Production. bales.	Gross Value. £
1909-10..	1,033,896	14,181,606
1910-11..	1,023,750	12,843,796
1911-12..	1,036,767	12,389,865
1912-13..	851,000	11,651,608
1913-14..	976,000	13,001,133
1914-15..	896,000	11,200,000
1915-16..	830,000	12,284,000
1916-17..	844,000	16,883,516
1917-18..	899,725	18,536,023
1918-19..	908,722	19,427,719

The above table does not include all the wool grown in the state, as a considerable quantity is shipped over the border of other states and sold there.

The record price obtained in Sydney for the season was 30½ pence per pound for greasy and 48 pence per pound for scoured wool.

It is generally expected that on account of the dry conditions experienced during the growing period that this season's wool will be dry and light in condition and not so burry as usual. The loss in weight per head of wool shorn, in addition to depleted stocks, will result in a smaller clip than was handled last season.

The season's wool is now coming fast and stores are rapidly filling. As the arrangement with the British Government for the acquisition of all wool will not expire until June 30, 1920, the clip will be appraised in the same manner as during the last three years.

Weights and Measures, New South Wales.

In consequence of abnormal conditions, the provisions of the new South Wales Weights and Measures Act, which was passed about twelve months ago, and required a statement of weight on tins of tinned fish, were allowed by the Government to remain in abeyance during the continuance of the war.

Approval has now been given to the suspension being continued until July 1, 1920, to enable existing stocks to be disposed of.

Experimental Fish Trawling in the State of Queensland.

The Queensland Government recently bought a trawler from the New South Wales Government for the purpose of experimenting, and the results of the tests have just been shown to be most unsatisfactory.

It was officially stated that the trawler cost £33,000 and cost £95 per week to run. The net loss on running amounted to £80 per week.

Wharfage Accommodation at Sydney.

During the war period the wharfage schemes in Sydney harbour were necessarily much delayed, owing to the shortage of materials and labour. Now that matters are becoming normal construction is being pushed ahead with much vigour.

Present plans provide for berthing accommodation for fifty-four deep-sea vessels from 600 to 700 feet in length, thirty-one interstate vessels, and forty-two coasters. The total length of wharfage will be 62,878 lineal feet or 11.90 miles.

The Timber Resources of Queensland.

The state of Queensland is the most important timber-producing state in the Commonwealth and such excellent timbers as kauri, cedar, maple and pines grow freely there.

Alarm is now being felt by those in charge of forestry arrangements regarding the very rapid depletion of available supplies, particularly as regards softwoods.

The Forest Service is now facing the heavy responsibility of attempting to make good the deliberate dissipation of the forest asset which has characterized the past. Forest reservations have been set apart and now total 3,793,000 acres, but the task of reafforestation has been left so late that it will be many years before its effect will be felt.

Australian Canned Fruits.

Australian canned fruits came into great prominence in the overseas markets during the war and many favourable comments have been received regarding the flavour of the fruits.

The present trade is likely to be the forerunner of an extensive oversea business when conditions become more normal.

Much of this fruit is canned at the Government cannery in connection with the Murrumbidgee area, which is irrigated from the Burrinjuck dam, where an unlimited supply of water is available. Peaches, apricots and pears grow to perfection there and the cannery is being enlarged to meet growing requirements.

Manufacturers in other fruit-producing centres are also giving the subject much increased attention.

Motor-Car Trade of New South Wales.

British manufacturers of motor vehicles, in conjunction with the British Board of Trade, recently sent a representative on an empire tour with the view of ascertaining what manner of motor vehicles are suitable for Dominion conditions. He has already travelled through India, the Dutch East Indies, and Queensland, and has been in this state for some weeks making the required investigations. Other Australian capitals will be visited later on.

The high standard of North American quality at a lower price than the British car has of late years, quite apart from the effect that war conditions had on British-made vehicles, made them extremely popular. Another factor of popularity is the ease in which spare parts may be obtained and the comparative cheapness of same.

Opinions have been freely expressed that a determined effort will be made by British manufacturers to place a standardized car on the market at a much lower price.

Manufacture of White Lead in New South Wales.

A number of British lead corrodors have recently combined to produce the article locally.

Premises have been secured at a location on a branch of Sydney harbour and the factory will shortly be commenced. It will possess the dual advantage of easy communication by water and by rail, by which supplies of lead from the Broken Hill mines and other materials required will be easily obtained.

Stock Diseases in Australia.

The fight against stock diseases in Australia is never ending, but decisive victories against special forms of pestilence are chronicled from time to time.

An effective prophylactic vaccine against anthrax—one of the most destructive of the diseases that attack sheep and cattle, and occasionally man—was discovered some years ago, and has been the means of saving very heavy stock losses in Australia.

Recently the discoverer of the prophylactic, Mr. J. McGarvie Smith, died, and left the secret of the discovery to the State of New South Wales, together with a generous donation to endow an institute. The Government henceforth will distribute the vaccine and receive the profits therefrom.

British New Guinea: A Field for Development.

Future prospects of good trade with Papua (New Guinea) look very bright, and it was recently officially stated that within the next few years the annual export trade should amount to about £1,000,000 per annum.

Favourable progress is being made in every direction, and many plantations of copra and rubber are beginning to bear after seven or eight years of waiting.

A considerable sum of money has been spent on the development of the mineral industry, and operations in connection with oil boring will shortly be resumed.

Since the signing of the armistice the pearl and trochas shell industry has received considerable impetus.

TAXATION ON COMMERCIAL TRAVELLERS IN JAMAICA.

There has been forwarded from the office of the Canadian Trade Commissioner for the West Indies a copy of Law 18 of the Colony of Jamaica, entitled "A Law Temporarily to Increase the Duties on Trades and Business," which has been received from the Acting Colonial Secretary of Jamaica. Section 6 of the Act provides:—

(1) Every commercial traveller shall on or before the thirty-first day of May, in the year nineteen hundred and nineteen, register his name at the office of the Collector-General, and shall pay a duty of ten pounds; provided that any commercial traveller who shall arrive in this island or commence business at any time between the thirty-first day of May, in the year nineteen hundred and nineteen, and the thirtieth day of March, nineteen hundred and twenty, shall forthwith register his name and pay the duty as provided by this Law.

(2) Any commercial traveller who shall carry on his business as such without having registered his name, or paid the duty imposed by this Law, shall be liable to a penalty not exceeding one hundred pounds for each offence. Such penalty shall be recoverable in a summary manner before two or more justices of the peace of the parish where the offender resides, or where the offence was committed, and may be enforced by distress and sale of the goods of the offender; and, in default of goods, by imprisonment not exceeding six months unless the same shall be sooner paid.

The Act is to continue in force until March 31, 1920.

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Commissioner, Liverpool:—

“Liverpool, October 8.—Five hundred barrels Virginia apples, sold at auction, slack and waste; York Imperials in best condition sold at 61s., others at 49s. to 51s.; Ben Davis, 40s. per barrel.”

“Glasgow, October 10.—Car Ontario apples ex ss. *Corsican*. Excellent, sold Greenings No. 1's 53s., No. 2's 51s., No. 3's 42s.; Kings No. 1's maximum 67s. 8d. Last remaining lots Gravensteins, Domestic, ex ss. *Galtymore* 23s. to 30s. Virginia York Imperials 62s. to 67s. Ben Davis 66s.

“Liverpool, October 10.—Best tight Virginia York Imperials 67s.”

“Liverpool, October 13.—Seven hundred and twenty-nine barrels Ontario apples ex ss. *Melita* and ss. *Megantic*; Bottle Greening, Cranberry and Hurlbert, good condition; Snows, Domestic No. 3's, scab badly developed. Baxter No. 1, 62s., No. 2's 52s., Domestic 54s.; Snows No. 1's, best condition 56s., others 40s., No. 2's 31s., Domestic 29s. to 30s. with those in worst condition selling at 17s. to 20s., No. 3's 24s. 6d.; Cranberry, No. 1's 62s., No. 3's 45s.; Bottle Greening, No. 1's 48s. to 56s.; Hurlbert, No. 1's 61s., No. 2's 50s.; lots consisting of mixed varieties, No. 1's 51s. to 62s., No. 2's 50s. to 52s.; Domestic 39s. to 51s., No. 3's 35s.”

“Liverpool, October 15.—Three hundred and eighty barrels of Ontario apples ex ss. *Melita* and ss. *Megantic*. No. 1 King maximum (67s. 8d.), No. 1 and No. 2 Greening 59s. Snows badly spotted; Domestic 16s. to 21s., No. 3's 8s. to 9s.”

“London, October 16.—Nova Scotia apples ex ss. *Kanawha* about cleared. No. 1 and No. 2 Gravensteins, best packs 43s., others 30s. to 35s.; No. 1 Blenheims, best packs 40s., others 34s. to 35s., No. 2's 33s. to 34s., No. 3's, best 32s. to 33s., others 25s. to 28s.; No. 1 and No. 2 Ribston 34s. to 40s., No. 3's 28s. to 34s. Large quantities of English apples of good quality on the market, cookers selling 6s. to 9s. per bushel, Blenheims 10s. to 12s., Worcesters 12s. to 16s., and Cox's Orange 16s. to 20s. Low grade Nova Scotian apples not appreciated.”

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

B. S. Webb, Buenos Aires.	Has left Canada for Argentina.
D. H. Ross, Melbourne.	Now travelling in Ontario.
W. A. Beddoe, Auckland.	Now travelling in Ontario.
W. J. Egan.	Now travelling in Ontario.
Harrison Watson, London.	Arrived from England on September 20, and has proceeded to the Pacific Coast. He will make a trip through Eastern Canada when he returns from the West.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

TO ENSURE THE FRUITS OF VICTORY
BUY VICTORY BONDS

JAM PRICES IN THE UNITED KINGDOM.

Mr. C. G. Venus, Acting Canadian Government Trade Commissioner in London, England, writing under date September 24, reports that, as a result of an invitation received from the Assistant Secretary to the Ministry of Food, to attend an informal conference which he proposed holding to discuss "certain difficulties which have arisen in connection with the application of the recent Jam (Prices) Order, to certain special jams imported from the various Dominions of the British Empire," he was present on September 23 at a meeting of representatives of the Dominions with officials of the Ministry.

In the course of the proceedings, it was disclosed that complaints have been made by importers of South African and Australasian jams, that the schedule of prices fixed for this season makes no provision for special varieties—those chiefly specified being what are known as "melon mixtures," i.e., "melon and lemon," "Melon and ginger," "melon and apricot," "melon and pineapple," etc., and also "Cape gooseberry"—and that consequently such jams are classed as "jam of any other description," the prices for which are the lowest on the schedule. It appears that last year the maximum price of "melon mixtures" was fixed at a higher level, and importing firms, through the trade representatives of the Dominions concerned, are approaching the Food Controller with a view to having these jams restored to their former status in the schedule of prices, and if these recommendations are adopted, it will make a difference of approximately 3d. a pound in the return to the importer. In support of their claim, it was stated that not only were there large stocks of "melon mixtures" in this country which has been imported on the basis of last year's prices, but that further shipments were on the way, and importers would suffer considerable financial loss unless the price is increased.

In reply to these representations, the Ministry of Food stated that the matter would receive full consideration and that probably another meeting would be held after a short interval. In the meantime they called for information of a definite nature.

This matter does not affect Canada, which is not a producer of these varieties; but as Canadian jam made from staple fruits (both plain and mixtures) had been offered in this market, and it was claimed that the present schedule was altogether too low to permit profitable business, the opportunity was taken of pointing out this position. The Ministry was, however, unable to hold out any prospect of any general upward revision of prices on ordinary varieties such as are made in this country, the present investigation, as stated, being concerned more particularly with jams from special fruits, in connection with which grounds exist for an alteration in their classification.

This office has been in touch with the London agents of Canadian jam manufacturing firms, regarding this matter. They stated that they had gone into the question of Canada supplying jam to this market this year, but had in each case found that the Canadian product could not be offered at the prices fixed by the Food Controller.

It is considered in the trade here that higher prices will be realized for jam on the continent than in this country—the export of this commodity from the United Kingdom being prohibited at the present time, except under license. As a result, we are informed unofficially that Australian interests are engineering a movement to urge the removal of this embargo as regards the re-export of jams imported from overseas so that their product may be transhipped to other European countries if a more attractive market presents itself there. This action, it is stated, is partly necessary on account of the lack at present of direct shipping facilities from Australia to continental points, in which connection of course Canada possesses the advantage of several direct services.

BRITISH BUSINESS MEN IN BRAZIL TRANSFERRING TO AMERICAN FIRMS.

The following article by the British Acting Consul at Sao Paulo, Brazil, published in the *British Board of Trade Journal*, will be of interest to Canadian firms who intend to establish themselves in Brazil:—

For some time past there have been numerous cases of British subjects leaving their British employers in Brazil and joining American firms. The matter, now that the war is over, has taken another and a more important phase. It is now not the younger men who are leaving British firms but those holding important positions, such as managers and sub-managers. Two extremely important cases have taken place in Sao Paulo alone during the last few months.

With regard to the exodus of Englishmen from British to American firms, there are but few, if any, cases of one leaving a local British firm for an American. In all cases the firms that are losing these men are firms with head offices in England, and it would be well to analyse the causes of this.

CAUSES.

The causes are mainly these:—

(i) The local British firm has, as a rule, its owners, if not its principal directors, in the country itself; they are therefore on the spot and know the conditions of life better than the home firm. They do not pay any taxes in England, they see the price in Brazil going up, and pay the employees they consider worth keeping more generously than do the firm registered in England.

(ii) The registered firms in England have, as a rule, a board of directors, some of whom have at some time or other been in Brazil. They are therefore under the impression that the conditions that ruled when they were in the country, possibly ten or more years ago, are the same to-day, and, as a rule, pooh-pooh any suggestion regarding increased salary made by their local manager.

There have been several cases where the local manager has written, telegraphed, begged and beseeched that such-and-such a man should get a rise. Nothing was done, and the man, giving up all hope, accepts a post which has been offered to him probably months before.

CHANGING CONDITIONS IN BRAZIL.

The board of directors at home do not realize in how fluid a state Brazil is. A state like Sao Paulo, which at present is flourishing, may in a few years, through bad government, be bankrupt, and states like that of Bahia and the Amazon, which are at present bankrupt, under good government become flourishing and rich.

In the north of Brazil, where local revolutions are part and parcel of the political situation, and constant occurrences, no man at home who has been out of the country for several years can say with exactitude that he knows the country. The best he can say is that he knew a certain part of the country at such-and-such a period.

The non-realization of this fact by boards in England and, in consequence, the over-ruling by them in many cases of suggestions made by their local managers, is probably the main cause for the loss to British firms out here of their best men.

The sooner the boards of directors at home realize the necessity of sending some one out here at least once every two years, who will intelligently study the matter of the cost of living, conditions, etc., on his own account, or failing this, will listen to suggestions made by local managers, the sooner will this serious loss of important members of British firms be stopped.

THE YOUNGER MEN.

Now, as regards the younger men who have left British firms. If later on some have to seek other employment they have during their stay in American houses gained higher salaries, have held more important posts than in their late British firms, and have undoubtedly gained valuable experiences which will place them in a better position for looking out for another job than had they stayed on in an inferior post in a British firm. There is, therefore, little hope of seeing them return to posts of a non-descript nature in their old or any other British firm.

A new American firm arriving here a short time ago announced that they wanted fifteen clerks, mostly British if possible. One British firm lost three men straight away.

THE AMERICAN METHOD.

The American firms opening here and those already existing get orders from their head offices which really amount to "go to it," and no extra worries about salaries, clerks, etc., are put in the local manager's way. If he wants an extra man he gets him. In this respect as soon as firms in the United Kingdom see business here in this light, the sooner will the loss of men cease.

It is to be hoped that in future there will be less cause for complaints from British firms here on such points as loss of business through want of staff.

MICA IMPORTS INTO NEWFOUNDLAND.

In response to inquiries, Mr. W. B. Nicholson, Canadian Trade Commissioner in St. John's, Newfoundland, writes as follows regarding the market for mica in that colony:—

The quantity of mica imported into Newfoundland is not large, and does not exceed, for manufacturing purposes, more than twelve to fourteen pounds a year. The size mostly used is 3 by 4 inches, and the price \$13 a pound less a trade discount of 40 per cent.

Smaller sizes—1 by $1\frac{1}{2}$ inches to 2 by $2\frac{1}{2}$ inches—vary in price from \$1.25 upwards, the discount allowed for these being the same as for the larger size. The smaller sizes are chiefly used for repairing stoves in which mica is imported. The names of importers can be obtained upon application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (referring to file 22317).

EXPORT DUTIES ON HIDES IN BRITISH INDIA.

(American Consul General, Calcutta, in United States Commerce Reports.)

A bill which will undoubtedly be approved and will go into effect immediately was introduced before the Viceroy's Legislative Council, September 11, 1919. This bill imposes an export duty of 15 per cent on Indian hides and skins, with 10 per cent rebate for shipments to destinations within the British Empire, providing that before re-export they are tanned there. For assessment of the export duty the proposed valuations are as follows: Arsenicated air-dried cowhide, $12\frac{1}{2}$ annas; dry-salted cowhide, 10 annas; wet-salted cowhide, 7 annas; buffalo hides, dry-salted, 6 annas; buffalo hides, wet-salted, $4\frac{1}{2}$ annas; sheepskins, 2 rupees per piece; goatskins, 4 rupees per piece. Except when otherwise specified, these rates are per pound. (Rupee = \$0.3244; anna = \$0.02.)

LIST OF THE MORE IMPORTANT ARTICLES EXPORTABLE FROM CANADA TO JAPAN.

Mr. A. E. Bryan, Trade Commissioner in Yokohama, sends the following list of the more important articles exportable from Canada to Japan:—

Grain—

Wheat, millet, barley, oats.

Malt.

Flour.

Food Products—

Sugar (granulated and lump).

Confectionery (high-grade chocolates).

Canned goods, such as fish of all kinds, marmalade, honey, maple syrup, peanut butter.

Condensed milk and milk powder.

Jams and fruits.

Potted meats of all kinds.

Biscuits of all kinds.

Cereals.

Salted fish.

Alcoholic liquors.

Hides and skins and leathers—

Sole, box, calf, etc.

Animal bones.

Mineral oils—

Kerosene and petroleum.

Drugs and chemicals—

Rosin, glue, carbolic acid, caustic soda, soda ash, bi-carbonate of soda, crude nitrate of soda, cyanide of soda, chloride of ammonium, acetate of calcium, glycerine.

Explosives—

Dynamite, detonators, etc.

Dyes, pigments, etc.—

Indigo, dry, natural, aniline dyes, oxide of cobalt, carbon black, varnishes, paints.

Bookbinders' cloth.

Oilcloth or linoleum for floors.

Emery cloth.

Paper and paper manufactures of all kinds.

Paper pulp—

Bleached, easy bleaching, kraft and mechanical.

Grindstones or whetstones, artificial.

Asbestos and asbestos products of all kinds.

Talc and soap stone.

Phosphorite.

Iron and steel products of all kinds—

Iron ore, pig-iron, ferro-chrome, ferro-silicon, bars, rods, angles, plates, sheets, wire (galvanized), pipes and tubes, waste, horseshoe nails, bolts and nuts, screws, steel rails, iron chains (small samples of these only).

Ores—

Lead and zinc.

Aluminium.

Nickel ingots and grains.

Mercury.

Solder.

Hardware—

Hinges, hat hooks, metal fittings for doors, windows and furniture; drills, bits and reamers, axes, hatchets, hammers, sledges.

Automobiles and motor cycles (catalogues).

Machinery—

Water turbines, dynamos, electric motors, cranes, metal or woodworking machinery, spinning machines, papermaking machines (catalogues).

Papermaking felts.

Papermaking metal nets.

Timber—

Pine, douglas fir and cedar, shingles and pencil slabs.

Tarred felts, paper, etc.

Fertilizers, manures of all kinds.

BRITISH INSURANCE AGAINST BAD DEBTS ABROAD.

(Consul General W. Stanley Hollis, London, in United States Commerce Reports.)

Some 25 years ago the idea of credit insurance was first started in Great Britain by one of Lloyd's underwriters, who confined himself in the beginning to the insurance of commercial bills of exchange and credits. Although he was a member of Lloyds, he conducted this credit underwriting outside of Lloyds.

The business grew to such an extent that it was merged into the Excess Insurance Co., and was finally conducted as a branch of this corporation and became entirely independent of Lloyds. Recently the business was put on a more substantial basis by incorporating it with the Trade Indemnity Co. (Ltd.)—whose authorized capital is £100,000, but only £20,000 has been paid up. These 20,000 shares were afterwards acquired by the British Trade Corporation, which still continues to hold them.

Before the war, at the time the Excess Insurance Co. was conducting this business on its own account, its chief customers were Germans, with whom it did a very large and active business. Its policy then, as now, was to insure not more than 50 per cent of the amount involved, as it was felt that in order to eliminate risky transactions it was much safer to oblige the merchant or business man who applied for insurance to carry half of the risk himself. This guaranteed a proper supervision of each separate transaction and the accounts connected therewith by the interested party and served as a very considerable protection to the insuring company.

CREDIT INSURANCE A BENEFIT TO EXPORTERS.

A London firm has furnished, at my request, the following memorandum on credit insurance and its benefits to exporters:—

A subsidiary company has recently been formed by the British Trade Corporation, which may possibly develop into an undertaking of importance to British commerce abroad. The new undertaking is entitled the Trade Indemnity Co., and its subscribed capital, which is entirely owned by the corporation, is £100,000 (\$486,650), of which £20,000 (\$97,330) has been paid up. In addition there is a reserve of £20,000. These figures, however, may be regarded as purely nominal, for it is safe to assume that they will be expanded as occasion demands.

The object of the new company is to assist British merchants and manufacturers in developing overseas business, by insurance. Policies are issued insuring the payment of commercial debts, thus enabling an exporter to increase his present volume of trade without incurring greater capital responsibilities. Under approved conditions the company will advance to the assured the amount of its liability in respect of any debt insured, against transfer of the debt, and payment of interest on the amount advanced, until the net outcome of an estate is ascertained. The company grants policies insuring up to two-thirds of a client's portion of such losses as may arise should a forced resale of goods become necessary in consequence of buyers becoming insolvent and thereby unable to take up shipping documents. The company likewise grants policies insuring against a proportion of trader's losses in any one year in excess of an agreed percentage of loss on turnover to be borne by the assured. The company is also prepared to grant policies insuring approved accounts up to three-fourths of the amount of a debt.

These last-named policies, insuring specific accounts, will be issued on three different bases. Under policies issued under basis A the company will pay to the assured an agreed proportion of the net loss after the debtor has become insolvent and all dividends recovered or ascertained. Under basis B the assured will receive within seven days after satisfactory proof of insolvency a sum equal to 13s. 4d. in the pound (\$3.24 in each \$4.87) on the proportion of the debt insured under the policy, in full

satisfaction of the liability of the company; but the assured, besides receiving this certain payment, will be entitled to any dividends that may be forthcoming. Under basis C the company will undertake to pay to the assured, in the event of the dishonour of any duly accepted bill, an agreed proportion of such bill as is covered by the policy within a few days of satisfactory proof of such dishonour and assignment of the debt to the company. Any amount collected by the company from the estate of the defaulter in excess of the amount paid by the company, plus interest and charges, will be returned to the assured.

DEVELOPMENT OF THE PLAN OF DEBT INSURANCE.

The development of a basis on which to establish a system of insuring trade credits has taken many years. For perhaps a century or more the principles of insurance on a mutual basis were carried out in the form of sharing or pooling credits. This was confined to one or two trades where it was deemed necessary for self-protection for a number of merchants to participate in some commercial venture in which the magnitude or the dangers were more than usual, but where the prospect of profits was also of a nature to encourage the merchant's taking the extra hazard.

Between twenty and thirty years ago several institutions promoted schemes for guaranteeing the payment of bills of exchange, but made no discrimination between trade and accommodation paper. No definite system, however, matured from these efforts, and with one or two exceptions the insurance and trust companies stopped this class of business entirely. In America a certain amount of success followed a scheme based on the "credit ratings" of Dun and Bradstreet, but these rating books were apt to put a material limitation on the granting of credit and if anything tended to a restriction of trade.

The Germans had a somewhat similar system, based on a Government information bureau. It was, however, too complicated to encourage its general use, and very few availed themselves of the scheme, except as regards the export trade—in which, previous to 1914, it was being taken up and encouraged by the banking houses. In Germany, however, the bankers' readiness to discount bills of exchange without recourse to the drawer was largely doing away with the necessity of guaranteeing payment of credits. This accommodation to the merchant was of great service as the seller was relieved of his liability, and his transactions were brought to a cash basis, thus enabling him to increase his turnover on a much smaller capital than would otherwise have been possible. In England also it was possible to discount trade bills, but this venture was and still is in the hands of foreign bankers.

SIMPLE POLICY DEvised.

The discounting or insurance of bills of exchange was found quite inadequate to meet the requirements of the merchant and manufacturer. By far the greater number of credit transactions were effected without the use of bills of exchange, being simply the allowing by the seller of an open account to the buyer. A syndicate of Lloyd's underwriters formulated a policy to cover this class of risk. It was recognized that with bills of exchange a definite "proof of debt" existed, but with open-account transactions certain difficulties presented themselves. These were overcome by granting a somewhat lenient form of policy and trusting to the good faith of the assured.

The demand for credit insurance, with the comparatively simple forms adopted by the underwriters, grew very rapidly. The merchant immediately recognized its utility, and although the business was conducted without any of the usual methods of publicity, it became of great service to both the home and the foreign trader. It was obvious to them that they could extend their trade without increasing their capital. It gave the merchant greater confidence in entering foreign markets with which he was acquainted, and in many instances he was enabled to build up a trade that would otherwise have

been impossible without material help from his banker at a cost (represented by the premium paid) much less than that necessary for actual bankers' assistance. A cautious merchant also benefited by being enabled to grant larger credits without disturbing his ideas as to the limitation of individual credits and, as more than one merchant observed, "without forfeiting a night's rest" by jeopardizing his own financial resources.

This system of insurance also greatly facilitates the opening of new accounts, both home and foreign. The independent sources of information possessed by the insuring company, added to reports obtained by the seller, invariably tends to strengthen the confidence necessary for the conducting of commercial intercourse between buyer and seller.

PREMIUMS DETERMINED BY NATURE OF RISK.

Many methods of insuring credits have been tried, and the conditions of the policies granted have varied materially. The insurance of specific accounts is perhaps the most useful and most generally adopted at the present time. Under this form of policy the applicant must submit the names of the customers whose accounts he desires to cover, and furnish the insurance company with the approximate amount of credit he proposes to grant each customer and the terms of the credit. The premiums quoted by the company are based on the merits of the proposal. It would be impossible for the company entertaining this class of risk to fix a tariff except on a very broad basis, as it must readily be seen that the standing of the customer, the period of credit, the country in which the customer is domiciled, and many other factors must influence the rate of premium.

No hard and fast policy has yet been drawn up, nor is it possible to devise a simple form to meet the various needs of the commercial community. In specific-account insurance alone three forms of policies are generally used: First, a policy to cover bill-of-exchange transactions up to a special turnover; second, a similar policy to cover open accounts; and, third, a policy to cover a specific period (usually 12 months) against the event of the insolvency of the customer occurring within the agreed period. In the third form the policy is issued for an amount which the applicant estimates to be the largest figure that will be owing by the customer at any one time, and no account is taken of the actual turnover.

Until quite recently the proportion of the risk entertained has been limited to one-half, but, with more experience to guide the underwriting company, this has been extended to three-fourths, and there is no reason why ultimately the insuring company should not act as the exporters' guide and accept the whole "del credere," but this would mean a much closer mutual understanding between the two parties than at present exists.

A BRITISH INCOME-TAX DECISION.

(Alfred Nutting, in United States Commerce Reports.)

Many British joint-stock companies have of late been converting their surplus profits and reserve funds into capital by the issue of bonus shares to stockholders in place of distributing the cash in the form of higher dividends.

Income tax assessors and collectors held that such bonus shares were additional income, and proceeded to levy the appropriate rate of tax payable on the higher incomes so calculated. Shareholders, however, objected, claiming that such shares were not income, but increased capital, and the tax was chargeable only on the dividends received thereon.

The Appeal Court, in two cases brought before it, has decided in favour of the latter contention.

IMPORTS INTO NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

The subjoined report on imports into New Zealand has been received from the office of the Canadian Trade Commissioner at Auckland:—

Auckland, September 1, 1919.—Following are the values of the imports into New Zealand of some of the more important articles during the seven months ending July 31, 1919 and 1918:—

Soft Goods—	1919.	1918.
Apparel..	£ 731,259	£ 535,788
Boots and shoes..	221,772	268,535
Carpet and oilcloth..	117,427	65,733
Drapery, n.o.e..	136,988	103,497
Hats and caps..	93,412	80,357
Hosiery..	317,486	145,329
Millinery..	65,837	56,100
Canvas piece-goods..	133,990	44,114
Linen piece-goods..	35,633	14,970
Cotton piece-goods..	1,936,231	998,746
Silk piece-goods..	320,625	254,326
Woollen piece-goods..	306,633	221,463
Hardware—		
Cement..	1,844	397
Hardware..	205,086	109,117
Iron—		
Bar, bolt, rod..	39,968	46,927
Corrugated sheet..	142,926	35,921
Fencing wire..	136,316	35,758
Barbed wire..	22,743	19,277
Pig and scrap..	15,126	9,880
Pipes and fittings..	200,370	87,369
Lead..	17,644	16,057
Machinery—		
Dairy..	65,204	42,805
Agricultural..	111,842	36,646
Electric..	316,717	225,138
Engines, gas, etc..	37,839	24,698
Mining..	11,908	4,429
Sewing..	38,022	33,012
Nails..	126,565	36,686
Railway and tram plant..	92,243	27,220
Tin sheet and block..	307,336	135,497
Tools..	132,374	50,866
Foodstuffs—		
Confectionery..	59,248	31,017
Fish, preserved..	68,344	93,833
Fruit—		
Dried..	33,553	167,414
Fresh..	65,221	85,927
Flour..	300	37,768
Grain, unprepared..	360,076	310,280
Jams, jellies, etc..	4,729	9,708
Milk, preserved..	12,109	16,380
Onions..	1,915	2,087
Pickles and sauces..	6,155	7,315
Rice..	22,944	58,395
Salt..	67,615	155,056
Sugar..	582,196	379,626
Beverages—		
Ale and stout..	2,165	10,305
Spirits—		
Whisky..	191,045	452,831
Other..	42,605	94,295
Wine..	42,792	46,144
Cocoa, coffee, etc..	62,099	32,089
Tea..	150,234	252,348
Miscellaneous—		
Bicycles (including motor)..	49,577	48,718
Books, papers, music..	152,251	149,630
Candles..	18,202	13,803
Carbide of calcium..	17,596	32,281
Coal..	155,145	119,099
Cordage and twine..	177,989	43,047

IMPORTS INTO NEW ZEALAND.—*Continued.*

Miscellaneous— <i>Con.</i>	1919.	1918.
Cornsacks, woolpacks..	235,498	156,351
China and earthenware..	60,259	44,457
Glass and glassware..	138,150	81,696
Furniture..	23,856	13,278
Greases..	10,730	8,447
India-rubber goods..	24,268	40,777
Leather..	114,727	137,465
Leather manufactures..	62,580	36,123
Manures..	115,974	174,634
Matches and vestas..	10,421	51,931
Motor vehicles..	434,224	275,627
Oils—		
Benzine, etc..	408,505	347,450
Kerosene..	50,068	81,885
Castor..	1,803	15,494
Linseed..	37,370	78,024
Turpentine..	8,312	11,049
Other (specified)..	125,644	106,194
Paints, colours, varnish..	141,377	142,005
Paper—		
Printing..	180,508	190,040
Other..	215,363	67,687
Pianos..	20,435	29,868
Seeds, grass, clover..	35,889	96,341
Stationery..	115,277	71,104
Tobacco..	420,354	194,510
Cigarettes..	322,234	155,676
Cigars and snuff..	8,618	6,357
Timber, hewn and sawn..	78,581	72,278
Specie..	243,096	62,000
Total all goods..	£17,583,778	£13,391,165

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregates of the different divisions for the seven months:—

	1919.	1918.	1917.	1916.
Soft goods..	£ 4,420,293	£ 2,788,958	£ 2,711,386	£ 2,931,596
Hardware..	2,022,173	977,700	1,146,183	1,538,993
Foodstuffs..	1,284,405	1,353,806	1,097,546	901,010
Beverages..	490,940	888,012	582,706	664,776
Miscellaneous	3,971,791	3,093,256	3,136,530	3,268,937
Other goods..	5,151,080	4,227,433	3,576,389	4,057,806
Total goods..	£17,340,682	£13,329,165	£12,250,740	£13,362,118
Specie	243,096	62,000	166,635	948,250
Grand totals..	£17,583,778	£13,391,165	£12,417,375	£14,310,368

TOTAL SHOWS INCREASE.

The total of merchandise shows an increase of £4,011,517, or 30 per cent. Imports for the month of July totalled £1,673,076, which is nearly a million under the average of the other six months of this year.

SOFT GOODS INCREASE.

Soft goods have an increase of £1,631,335, or 58 per cent, which is roughly two-fifths of the total increase. More than half of this accrues in cotton piece-goods, and all the other items except boots and shoes have increases.

HARDWARE SHOWS HEAVY INCREASE.

The hardware division shows heavy increase, the total being roughly equal to the 1918 and 1917 totals together. The heaviest increases are in corrugated iron, fencing wire, iron pipes, agricultural and electrical machinery, nails, tin and tools.

FOODSTUFFS LOWER THAN 1918.

Foodstuffs are above the average of preceding years, though slightly under 1918. Fruits, rice, salt and flour show heavy decrease on 1918, largely due to the shipping trouble. The two big items, sugar and grain, show big growth.

BEVERAGES DECREASE.

Beverages show a considerable decline. Here again tea is being held up by the shipping trouble. Imports of cocoa were 541,534 pounds, valued at £59,112; and coffee 83,375 pounds, £2,987.

MISCELLANEOUS SECTION SHOWS INCREASE.

In the miscellaneous section the chief increases are in tobacco, cigarettes, paper, motor vehicles, petrol, cordage, cornsacks and woolpacks, and glassware.

INTERESTING FLUCTUATIONS.

Following are quantities of imports of several lines the fluctuations in which are of interest:—

Iron—	1919.	1918.	1917.
Bar, bolt, rod tons.	1,565	2,144	4,161
Corrugated sheet cwt.	69,880	19,010	12,988
Barbed wire tons.	817	760	635
Fencing wire "	4,640	1,431	1,383
Pig and scrap "	1,646	808	10,619
Pipes and fittings "	5,401	2,559	3,096
Wire nails cwt.	61,861	23,286	21,347
Fish, preserved lb.	1,582,662	2,122,114	1,816,870
Rice cwt.	26,606	82,814	78,513
Ale and stout gal.	5,264	29,405	58,224
Whisky "	174,007	492,110	285,215
Tea lb.	3,665,682	5,826,676	5,866,580
Candles "	571,887	465,482	274,551
Matches gross.	42,859	200,274	130,715
Carbide of calcium tons.	658	591	589
Motor vehicles No.	2,513	1,881	2,525
Benzine, etc. gal.	5,000,266	4,511,339	5,335,637
Kerosene "	1,214,437	1,869,358	2,288,581
Linseed oil "	104,491	225,842	97,310
Turpentine "	46,060	69,864	70,296
Leather lb.	343,170	345,815	453,746
Printing paper cwt.	112,633	161,172	163,059
Pianos No.	419	807	1,340
Tobacco lb.	2,043,549	1,225,678	1,309,675
Cigarettes "	715,956	439,538	252,470

The increases in tobacco and cigarettes are particularly heavy, while the decreases in whisky, matches, tea, rice and kerosene are considerable. The yearly average of imports of rice is about 7,000 tons, or 600 tons a month, and the period under review has a monthly average of under 200, and the month of July was only 8½ tons.

SS. "CANADIAN WARRIOR."

The ss. *Canadian Warrior*, which forms the subject of the illustration on the front page of this number of the *Weekly Bulletin*, was built by the Collingwood Shipbuilding Company, and is owned by the Canadian Government Merchant Marine, Ltd. This vessel is of the 3,750 ton class, and trades to the West Indies.

SOUTH AFRICA'S LAND BANK AND ITS OBJECTS.

TRANSMITTED FROM THE OFFICE OF THE CANADIAN TRADE COMMISSIONER, CAPE TOWN.

Cape Town, August 26, 1919.—The *South African Journal of Industries* in their July number publish an interesting article by Mr. Thos. B. Herold, chairman and general manager of the Land Bank, in which he gives a comprehensive survey of the formation and objects of this organization.

The Land and Agricultural Bank of South Africa, commonly known as the Union Land Bank, was established on October 1, 1912, under and by virtue of the provisions of Act No. 18 of 1912, which has since been amended in certain respects by Act No. 30 of 1916.

Provincial land banks of a similar type formerly carried on business in the Transvaal by virtue of Act No. 26 of 1907 and amendments, in the Orange Free State by virtue of Act No. 33 of 1909, and in Natal by virtue of Act No. 27 of 1907. These provincial banks were merged in and became part of the Union Land Bank established under Act No. 18 of 1912.

The capital of the Union Land Bank, comprising the capital of the former provincial banks and the further funds voted by Parliament, stood at £4,936,009 on December 31, 1918. This capital may be increased by Parliamentary vote from time to time.

The control of the bank is in the hands of a central board, which sits at Pretoria, and is advised by local boards in each province, other than the Transvaal, in respect of matters falling within the areas for which those local boards are appointed. The general manager is the chief executive officer of the bank.

The business of the bank is to make advances not exceeding £2,000:—

- (a) To farmers on first mortgage of land within the Union;
- (b) To farmers holding land in the Union under agreement of purchase or lease from the Crown, provided, in the case of a lease, the unexpired period thereof is ten years or more; and in addition to make advances;
- (c) for the erection of boundary fencing on farms;
- (d) for the erection of dipping tanks; and
- (e) to co-operative societies formed by farmers within the Union.

The bank is also authorized to guarantee the performance by co-operative societies of contracts arising out of their legitimate business.

To deal with these advances in detail:—

(a) ADVANCES ON FIRST MORTGAGE OF LAND.

The essentials to qualify for an advance under this head are—

1. The applicant (and his wife, if married) must be European, a British subject, and a farmer.
2. The property must be farm property within the Union, and must be beneficially occupied and worked by the applicant or by a white person on his behalf, unless used solely for grazing stock.
3. The advance must be utilized for one of the following purposes:—

(i) Improvements, in which term shall be included farm buildings, fences, tanks, and other structures for the dipping or spraying of stock, the clearing of land for cultivation, the blocking of sluits, dongas, and water-courses to prevent denudation of soil, and the planting of trees, orchards, vineyards, sugar-cane and tea;

(ii) the purchase of stock or plant of all kinds and of agricultural implements and requirements generally;

(iii) the discharge of existing liabilities on land or, in special circumstances, of any other existing liabilities;

(iv) the payment of costs incidental to the subdivision of land held in undivided shares;

(v) the establishment and promotion of agricultural and rural industries, including, in addition to other such industries, tobacco, dairy and like industries, and the cultivation, sale, and exportation of fruit;

(vi) the purchase of land for any of the purposes described in paragraphs (i), (ii), and (v) of this section by a person or group of persons whose financial resources are deemed adequate to carry on a purpose described in any of those paragraphs;

but no advance exceeding £150 shall be made by the bank for the purpose of any such irrigation, water storage, or boring work as may be made the subject of a loan under any law relating to irrigation or conservation of water.

No advance may exceed 60 per cent of the fair agricultural and pastoral value of the land as determined by the Board.

Advances under this head are usually made for a period of thirty years. During the first five years interest only, at 5 per cent, is payable six months in arrear, but the capital may at any time be reduced by payments of £5 or a multiple thereof. Thereafter the capital is repayable over a period of twenty-five years in half-yearly instalments, which include interest at 5 per cent per annum.

These instalments (including interest) are calculated at 7 per cent per annum on the capital owing at the end of the first five years, and are so arranged that while the whole debt with interest is repaid at the end of twenty-five years, the debtor never pays more than 5 per cent interest on the balance of capital owing after payment of the previous instalments.

During the redemption period of twenty-five years the debtor may also make repayments of £5 or a multiple thereof in reduction of his debt, but these repayments (called special repayments) are not written off the bond, nor are the half-yearly instalments thereby reduced. These special repayments are placed to the debtor's credit in a special account and credited with interest at 5 per cent per annum until the amount of this special account with interest is equivalent to the balance owing under the bond, against which it is then set off and the bond redeemed and cancelled on payment of the cancellation fee.

In special cases the Board makes an advance for twenty-five years, in which case the redemption period commences at once, by 7 per cent instalments, the first being payable six months after passing of the bond.

Instead of an advance for thirty or twenty-five years, a farmer may, if he so desires, obtain what is known as a "cash credit" for five years. This class of advance is to all intents and purposes similar to an overdraft at an ordinary bank, and may not exceed £1,000, dependent, of course, on the amount applied for and the value of the security. The debtor may at any time draw and repay amounts in respect of the advance, and he is charged interest at 6 per cent on the monthly balance outstanding. Assuming, for instance, that the debtor is granted a "cash credit" for £500, and that he draws £100 on the 1st January, another £200 on the 1st February, repays £150 on the 30th March, draws £300 on the 1st June, and repays £450 on the 30th September, he is charged interest at 6 per cent, as follows:—

On £100 for the month of January.

On £300 for the months of February and March.

On £150 for the months of April and May.

On £450 for the months of June, July, August and September.

The amount of £500 remains at his disposal for five years, even though he may not operate on it for months at a time, and he pays interest only on such amount as he may have withdrawn and not repaid.

(b) ADVANCES ON CROWN LAND HELD UNDER LEASE OR AGREEMENT OF PURCHASE.

The Government, through the Department of Lands, has power under various Acts to lease Crown land to approved settlers or to sell to them land on a hire-purchase agreement. In certain conditions the land bank has power to grant to such settlers advances for the purpose of developing their farms or extending their farming operations. These conditions are:—

(1) That, in the case of land held under lease from the Crown, the unexpired period of the lease is ten years or more.

(2) That, in the case of land held under agreement of purchase from the Crown, at least one payment must have been made on account of the purchase price.

(3) That no advance will be made by the Land Bank in cases where it is competent for the Land Department to do so.

(4) The essentials referred to under paragraphs (a), 1, 2, and 3, also refer to these Crown land advances.

No Crown land advances may exceed £2,000 or 50 per cent of the value of permanent improvements, plus 50 per cent of the amount paid in respect of the purchase price in the case of land held under agreement of purchase from the Crown.

The advances are made for a period of five years bearing interest at 5 per cent and are repayable, in the case of sugar-cane farmers, in four equal yearly instalments, the first falling due two years after the date of the bond, and in other cases in four equal half-yearly instalments, the first payable three and a half years after the date of the bond. Interest in each case is payable half-yearly in arrear.

(c) FENCING ADVANCES ACT, NO. 17, OF 1912.

These advances are made only for boundary fencing of farms to the registered owner of the property, and to the registered holder of the lease or agreement of purchase from the Crown. In the case of Crown leaseholders the lease must contain an option to purchase.

These advances bear interest at the rate of 4 per cent per annum payable yearly, and the advance is repayable in eleven equal yearly instalments, the first falling due two years after the date of the advance. When the advance does not exceed £30, it is repayable in five years in four equal yearly instalments, the first falling due two years after the date of the advance.

No bond is passed in connection with these advances. A note is made on the title-deed and in the deeds registry, which in effect precludes a transfer of the property charged until the debt is repaid.

These charges are transferable with the consent of the bank. As a general rule no objection is raised to a transfer, provided the transferee assumes liability for the balance of the debt and that all arrears are paid.

No advance is authorized for a fence until the Agricultural Department has approved of the specification, and no payment is made in respect of the advance until satisfactory evidence is produced that the fence has been duly erected in terms of the specification.

The existence of a bond on the property to be fenced is no bar to the granting of a fencing loan thereon, but the bank advises the bondholders of its intention to make the advance. This gives him an opportunity to protect himself.

(d) DIPPING TANK ADVANCES ACT, NO. 20, OF 1911.

These advances are made to owners of farms to enable them to construct on those farms dipping tanks of an approved type for their stock. The remarks and conditions in respect of fencing advances apply to dipping tank advances, except that dipping tank advances over £30 are repayable in nine equal instalments, the first falling due two years after the date of the advance.

GENERAL.

Persons desiring to obtain an advance from the Land Bank should consult the nearest magistrate. He has the forms of application and will assist the applicant in filling them in. The form when completed is handed to the magistrate in whose district the property offered as security is situate, together with the fees, details of which are given on each application form.

The magistrate makes all necessary arrangements regarding the valuation of the property and transmissison of the form to the bank, and the bank advises the applicant direct when the board has arrived at its decision.

ORIGIN OF THE IMPORTS OF RIO GRANDE (BRAZIL).

The British Consul at Rio Grande Do Sul writes as follows in the *British Board of Trade Journal*:—

A list of the chief normal requirements of this state, with some notes on the countries of origin, is given below:—

CEMENT.

For many years nearly all the cement imported was German and Belgian, and the Germans gradually reduced the weight of the barrel (cement being sold by the barrel) to 100 and even 90 kilogrammes, so that it might appear cheap. Of late years British cement has been coming into favour again and has been imported in barrels of 150 and 180 kilogrammes. During the last four years there has been a considerable import of American cement, in part owing to the preferential abatement in the duty of 20 per cent, which makes a difference of about 700 to 800 reis in the cost. There are now cement factories in Uruguay and in Argentina, and a company is being promoted to establish a factory in this state. It is likely that the supply of barrels may prove a problem to these.

PAVING MATERIAL.

Granite is practically in inexhaustible supply in this state, and all the streets are paved with it.

SANITARY APPLIANCES.

These have been almost exclusively British, but Sao Paulo has lately taken up this amongst the many industries which they are trying to establish.

ROOFING PAPER.

There has been some import of what is known as Ruberoid, but I do not think it has found much favour.

TIMBER.

This is a timber state and none is imported. Some of the Brazilian woods should be worth the attention of the United Kingdom traders.

WALL PAPER.

The import of this has been principally French, but wall paper is also manufactured in the country. Generally speaking, only the houses of the better class are papered.

COAL.

This has, previous to the war, been almost entirely British. Since the war there has been some imported from the United States and scarcely any from Great Britain. This has driven many consumers to use national coal, but this may fall off again when foreign coal comes down to a much lower level, though in some factories the furnaces have been adapted with some success to the use of national coal when pulverized. The Government also is paying attention to the protection of their coal. In a contract recently made by a French company for the dredging of the shallows to Porto Alegre, the State Government has made a stipulation that half the coal required shall be national.

CHEMICALS AND DRUGS.

Importation has been principally from Germany and France, and in small degree from Great Britain. Caustic soda and soda ash have come almost exclusively from Great Britain, but during the war the United States have been the principal suppliers.

DISINFECTANTS.

Creoline has had a large sale here, but there are now native imitations, one of which, a local product, is called creol.

PERFUMERY.

French perfumery is preferred. A well-known English soap meets with some favour; the duty on this is almost prohibitive. The native-made soaps are very inferior.

ELECTRICAL APPLIANCES AND FITTINGS.

These have been almost entirely German and American, and it is time the British made an effort to secure a share of this trade. The bulbs in use are of the screw system.

BEDSTEADS.

These are made in Porto Alegre, and, generally speaking, kill importation.

CARPETS AND RUGS.

The demand for these is small, especially for carpets. The majority of the people do not carpet their rooms. The duty is very heavy and places carpets beyond the reach of most people. The rugs imported are usually of inferior quality.

FURNITURE.

Local manufacture and excessive duty make importation prohibitive.

LINOLEUM AND OILCLOTH.

The import has been chiefly from Germany of low quality. The duty is heavy by reason of the weight.

CHINAWARE.

Germany has secured a large share of this trade with cheap and light goods, which are easily broken. There is also some importation from France. There is some demand for British semi-porcelain ware, and British granite ware practically holds a monopoly.

HARDWARE AND IRONMONGERY.

German goods are preferred by reason of their lightness and consequent cheapness. The Germans almost entirely captured the trade in enamelled ware, which, however, since the war, has been from the United States. Ironmongery is being made in Sao Paulo, but it is very heavy, and, being sold by weight, imported goods may be able to compete.

PIPES AND TUBES, ETC.

These have hitherto come from England, but the contractors of the local drainage works have been compelled to obtain all their iron pipes and pumping machinery from the States owing to the inability of Great Britain to supply them.

RAILWAY MATERIAL.

The railways here have, until recently been under American management, and their rolling stock is principally German and Belgian. It is now in charge of a Franco-British syndicate, and they are for the present importing considerable material from the United States.

STOVES.

These are made locally of wrought iron, but there has been a considerable importation of American stoves. These are made of cast-iron. Similar stoves are made in the United Kingdom, which should compete.

TINPLATES.

These have invariably come from the United Kingdom, but latterly during the war large quantities have come from the States. The British-made article is superior in quality.

TOOLS.

America, Germany, and England have shared this trade, but latterly the Americans must have had it in their own hands.

FENCING WIRE.

This has come from England, Germany and Belgium. It is for the present coming from the United States, which has always supplied a large quantity of barbed wire. There is a good demand for oval steel-wire, which has been supplied from the United Kingdom.

HIDES AND SKINS.

This trade was formerly in the hands of the British, Liverpool and Bristol being the principal emporiums. The trade gradually fell into the hands of the Germans, and nearly all the hides from the state were exported to Antwerp and Hamburg.

AGRICULTURAL IMPLEMENTS.

America has had a practical monopoly of this trade. Ploughs have always been American, for machinery there has been but little or no demand in this district.

ENGINES, OIL AND GAS.

The electric power and the oil engine have practically superseded the gas engine. Oil engines have been chiefly German and American, especially the marine engine. The British engine is too expensive, though undoubtedly superior. Locomotives have been German and American.

MACHINERY—GENERAL.

German and American, and perhaps some from England. There is now a very large production of rice in this state. It is only firms with large capital and able to carry a stock in the country who should engage in the trade. Sales are few and far between, but no doubt the profits are large.

GREASES, OILS, VARNISHES.

Greases and lubricating oils from the United States. Varnishes have come from the United Kingdom, but, like innumerable other articles, have, since the war, been coming from the United States.

MACHINE TOOLS.

These have hitherto come from Germany, and are now coming from the United States. German tools are very inferior, but owing to their cheapness have commanded a preference.

PAPER AND STATIONERY.

Paper for newspaper printing has been imported largely from Hamburg, but it was probably of Norwegian origin. Stationery has hitherto come from Germany. The paper imported is usually very ordinary.

ARMS AND AMMUNITION.

Nothing British is imported here. America does the largest trade in revolvers. Sporting guns have been German and Belgian.

MUSICAL INSTRUMENTS.

The pianos imported are mostly German. Possibly there might, under present circumstances, be a chance for British pianos. Illustrated catalogues should be distributed with prices and discounts.

SIBERIAN FINANCE.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, September 13, 1919.—The new Minister of Finance of the Omsk Government, Mr. Gohyer, recently gave an interview to the correspondent of a local Russian newspaper, *The Voice of the Country*, in which are outlined his views regarding the financial position and the measures necessary to improve the exchange position of the rouble. A translation of the most interesting points brought forth in this interview is given herewith, and should prove of interest to Canadians in view of the obstacles to trade with Siberia resulting from the financial position of the country.

INTERVIEW WITH MINISTER OF FINANCE.

"In the exceptional circumstances of the present time it is impossible to look at only the financial side, it is necessary that theory should give way to practical measures founded on the experiences of late years. One must remember that what is possible in an empire having the normal working conditions of a well-conducted kingdom is not possible during a civil war and industrial crisis. Too much panic is always dangerous and under present conditions can only lead to bankruptcy.

"Looking with a broad outlook on our present financial position, it is necessary to note as the most outstanding fact, the extraordinary high cost of living and the unprecedented fall of the money unit almost to nothing. Evidently our chief efforts must be devoted to this side, but this is a difficult problem to tackle.

"The reason for all this is the upsetting of the balance between production and use. For five years Russia has produced nothing and sold nothing, and has only bought and used. This upsetting of the balance between production and use is the chief cause of the disorganization of the currency. However, the Government cannot sit with folded hands until the civil war ceases and the people take up intensive work.

"There are measures which the Government can take to maintain the stability of the rouble and prevent the spasmodic fluctuations which prevent any correct exchange of goods and tempt people to speculate.

"In the first place it is necessary to put into circulation a technically improved type of currency with the idea of raising the foundation of sound finance and hinder the forging of notes. Here also belongs the matter of providing the market with a sufficiency of small notes; market prices are drawn by the large size notes that are in circulation. Extraordinary importance must further be attached to credit operations. The buying of the necessary foreign exchange with our treasury notes is a strong blow to our own currency, which we ourselves devalue by throwing it in large amounts on the market. I take full account of the difficulties which the Government have to meet on the road, until they are recognized by the powers. I think therefore that in these circumstances credit operations are only possible with the assistance of private and large firms interested in business in Russia. Parallel with this it is necessary to emphasize sufficiently the necessity of working out plans to make as easy as possible export from Russia. The control of imports can be carried out through the customs system. If some goods should be forbidden import, most goods should be levied with a new tariff.

"Complete revision of the tariff is in any case necessary, as the present tariff is not reckoned on the existing gold value. The new tariff should automatically stop the import of unnecessary goods and hinder the import of less needed items.

"Further attention must be paid to the strengthening of the system of taxation, in which direction much has been done by my predecessor. I think that something can be done in the way of indirect taxation.

"The steps which I have mentioned will be entirely useless, if all departments are not imbued with the idea that only the utmost economy can save us from final financial ruin."

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending Oct. 10, 1919.	Wheat.	Oats.	Barley	Flax.	Rye.	Totals
	Bushels.	Bushels	Bushels	Bushels	Bushels.	Bushels.
Fort William—						
C. P. R.	196,401	53,689	81,461	174	45,950	377,625
Empire Elevator Co.	131,491	67,261	18,677	8,201	15,095	240,725
Consolidated Elevator Co.	390,714	36,139	28,347	14,754	14,436	484,390
Ogilvie Flour Mills Co.	430,996	42,380	44,806		24,350	542,532
Western Terminal Elevator Co.	137,010	25,358	15,644	19,276	2,598	199,886
G. T. Pacific	369,325	172,833	22,209	15,768	10,487	590,622
Grain Growers' Grain Co.	231,537	243,690	92,292		63,559	631,078
Fort William Elevator Co.	105,911	288,609	43,099	9,488	26,871	473,978
Eastern Terminal Elevator Co.	6,236	13,194	1			19,431
Northwestern Elevator Co.	222,421	45,664	62,437	45	3,972	334,539
Port Arthur—						
Port Arthur Elevator Co.	293,828	247,370	95,961	27	49,257	686,443
Sask. Co-operative Elevator Co.	555,700	103,505	23,596	11,695	5,876	700,372
Canadian Government Elevator.	78,902	42,890	13,787	13,687	8,991	158,257
Can. Govt. Elev., for acct. Imp. Govt.				63		63
Thunder Bay.	190,641	316,041	63,968	7,205	11,960	589,815
Davidson & Smith.	84,210	95,050	37,024		7,229	223,513
Eastern-Richardson.	205,204	53,121	11,663	411	16,332	286,731
Grain afloat—						
Vancouver Can. Govt. Elevator.	3,223	29,523	1,385			34,131
Total Terminal Elevators	3,633,750	1,876,267	656,357	100,794	306,963	6,574,131
Saskatoon Can. Govt. Elevator	70,736	55,577	1,538		5,099	127,851
Moosejaw Can. Govt. Elevator.	86,573	68,369	6,264	568	1,270	168,143
Calgary Can. Govt. Elevator.	72,963	37,777	5,465	113	1,000	-
North Transcona, C. P. R.					3,020	120,338
Total Interior Terminal Elevators.	230,272	161,723	13,267	681	10,389	416,332
Depot Harbour			None	in store.		
Midland—						
Aberdeen Elevator Co.	164,131	670				164,801
Midland Elevator Co.	377,146	102,194	107,508			586,848
Tiffin, G. T. P.	1,245,879					1,245,879
Port McNicoll.	390,915	133,160	19,176			543,251
Collingwood						-
Goderich—						
Elevator & Transit Co.	210,798	40,094				250,892
West. Can. Flour Mills Co., Ltd.	371,846					371,846
Toronto—						
Campbell Flour Mills Co.	74,846	9,450				84,296
Kingston—						
Montreal Transportation Co.						-
Commercial Elevator Co.			None in	store.		-
Port Colborne Dom. Govt. Elevator.						-
" Maple Leaf Mill'g Co., Ltd.	468,183					468,183
Prescott						-
Montreal—						
Harbour Commissioners No. 1.	1,380,899	444,722	533,139		28,400	2,387,160
" " No. 2.	1,498,860	230,267	204,237		49,909	1,983,273
Montreal Warehousing Co.	1,252,804	66,020	57,401			1,376,225
Ogilvie Flour Mills Co.	268,601		806			269,407
Quebec Harbour Commissioners.	75,022	19,458				94,480
West St. John, N.B., C. P. R.	19,321					19,321
St. John, N.B., Can. Nat. Rys.						-
Halifax, N.S., Can. Nat. Rys.	51,199					51,199
Total Public Elevators.	7,850,450	1,046,035	922,267		78,309	9,897,061
Total quantity in store.	11,714,472	3,084,025	1,591,891	101,475	395,661	16,877,542

+ Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended October 10, 1919.**

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		15,943	21,754		37,697
No. 1 Northern.....		1,275,816	125,751	3,394,394	4,795,961
No. 2 ".....		776,533	20,803	1,890,950	2,688,286
No. 3 ".....		416,000	8,068	1,690,948	2,115,016
No. 4 Wheat.....		174,414		350,545	524,959
No. 5 ".....		140,258	983		141,241
No. 6 ".....		26,781		3,990	30,771
Other.....		808,095	52,913	519,623	1,380,541
Totals.....		3,633,750	230,272	7,850,450	11,714,472
Oats—					
No. 1, C.W.....		1,707			1,707
No. 2, ".....		370,136	38,142	457,928	866,206
No. 3, ".....		511,451	17,469	242,149	771,069
Ex. No. 1 Feed.....		32,425	6,733	147,513	186,671
No. 1 Feed.....		170,720	25,831	19,731	216,282
No. 2 ".....		440,106	33,205	70,157	543,468
Other.....		349,722	40,343	108,557	498,622
Totals.....		1,876,267	161,723	1,046,035	3,084,025
Barley—					
No. 3, extra C.W.....		2,094			2,094
No. 3, C.W.....		128,265	754	302,316	431,335
No. 4 ".....		211,681	5,218	553,867	770,766
Feed.....		141,900	3,919	10,660	156,479
Rejected.....		92,426	1,123	55,424	148,973
Other.....		79,991	2,253		82,244
Totals.....		656,357	13,267	922,267	1,591,891
Flax—					
No. 1, Northwestern Canada.....	63	85,028	674		85,765
No. 2, C.W.....		5,565			5,565
No. 3, ".....		5,634	4		5,638
Rejected.....			3		3
Other.....		4,504			4,504
Totals.....	63	100,731	681		101,475
Rye—					
No. 1, C.W.....		2,452			2,452
No. 2, ".....		180,090			180,090
Rejected.....		18,622			18,622
No Grade.....		49,080			49,080
Other.....		56,719	4,290	78,309	139,318
Totals.....		306,963	4,290	78,309	389,567
Corn.....			6,099		6,099
Total quantity in store.....	63	6,574,068	416,332	9,897,061	16,887,524

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on October 10, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>October 10, 1919—</i>			
Terminal Elevators.....	3,633,750	2,940,381	6,574,131
Interior Terminals.....	230,272	186,060	416,332
Public Elevators in the East.....	7,850,450	2,046,611	9,897,061
Total.....	11,714,472	5,173,052	16,887,524
<i>October 11, 1918—</i>			
Terminal Elevators.....	4,648,916	2,757,479	7,406,395
Interior Terminals.....	685,607	238,793	924,400
Public Elevators in the East.....	1,069,525	1,109,543	2,179,068
Total.....	6,404,048	4,105,815	10,509,863
<i>October 12, 1917—</i>			
Terminal Elevators.....	4,309,093	3,582,309	7,891,402
Interior Terminals.....	200,489	77,404	277,893
Public Elevators in the East.....	3,347,295	899,950	4,247,245
Total.....	7,856,877	4,559,663	12,416,540
<i>October 13, 1916—</i>			
Terminal Elevators.....	8,423,021	3,945,129	12,368,150
Interior Terminals.....	326,195	57,273	383,468
Public Elevators in the East.....	5,551,511	8,639,119	14,190,630
Total.....	14,300,727	12,641,521	26,942,248
<i>October 15, 1915—</i>			
Terminal Elevators.....	9,850,128	2,132,844	11,982,972
Interior Terminals.....	78,731	4,368	83,099
Public Elevators in the East.....	2,993,019	398,694	3,391,713
Total.....	12,921,878	2,535,906	15,457,784
<i>October 15, 1914—</i>			
Terminal Elevators.....	16,766,219	5,045,178	21,811,397
Interior Terminals.....	6,514	.....	6,514
Public Elevators in the East.....	5,731,763	1,287,184	7,018,947
Total.....	22,504,496	6,332,362	28,836,858

THE VITAL NEED

of the hour is a bumper Victory Loan. The Victory Loan is the keystone of "Peace with Prosperity." The duty of each citizen is to save every available shilling and subscribe to the

VICTORY LOAN

EARLY IN NOVEMBER

Receipts and Shipments of the different kinds of Canadian Grain at the Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended October 10, 1919.

TERMINAL ELEVATORS.

—	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts..... Rail....	3,357,915	898,895	347,999	52,801	36,912	46,694,522
Shipments:						
Lake.....	3,597,639	183,706	153,818		39,544	3,974,707
Rail.....	78,387	145,157	49,282	9,452	8,935	291,213

INTERIOR TERMINAL ELEVATORS.

Receipts..... Rail....	287,447	106,581				394,028
Shipments:						
Rail.....	86,604	29,694	1,728			118,026

PUBLIC ELEVATORS IN THE EAST.

Receipts..... { Rail....	2,754,758	26,624	19,209			2,800,591
{ Lake....	6,165,336	313,862	205,640		14,057	6,698,895
Shipments:						
Water.....	1,690,261	53,627	188,665			1,932,553
Rail.....	3,800,479	212,695	22,162		948	4,036,284

RECAPITULATION.

Receipts..... { Rail....	6,400,120	1,032,100	367,208	52,801	36,912	7,889,141
{ Vessel..	6,165,336	313,862	205,640		14,057	6,698,895
Shipments:						
Water.....	5,287,900	237,333	342,483		39,544	5,907,260
Rail.....	3,965,470	388,546	73,172	9,452	9,883	4,445,523

Quantity of United States Grain in Store at Public Elevators in the East for the week ending October 10, 1919.

—	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Aberdeen Elevator Co.....	70,375					70,375
Midland Elevator Co.....				49,605		49,605
Montreal Warehousing Co.....	59,578					59,578
Harbour Commissioners No. 1.....			33,426			33,426
" No. 2.....				29,889	1,014	30,903
Total Public Elevators.....	129,953		33,426	322,343	1,014	486,736

TO ENSURE THE FRUITS OF VICTORY
BUY VICTORY BONDS

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the month ended September 30, 1919 and 1918.

		Receipts.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919.....		16,013,726	1,818,832	1,023,840	31,028	219,190	19,106,616	2,477,421
" 1918.....		4,140,197	111,683	438,583	9,757	43,460	4,743,680	863,660

		Shipments.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919.....	{ Lake	12,124,172	1,308,751	536,332	.....	66,131	14,035,386	874,008
	{ Rail.	267,513	556,899	184,195	24,318	5,589	1,038,414	1,294,292
" 1918.....	{ Lake	1,583,608	.....	.....	15,353	.....	1,598,961	-
	{ Rail.	562,535	377,450	162,115	32,505	3,499	1,138,104	1,466,940

THE GERMAN COMMERCIAL INVASION OF SCANDINAVIA.

Mr. E. M. Ansley, 1302 Royal Bank Building, Toronto, who, as described in *Bulletin* 816, was sent over to Norway in October, 1918, by the British Ministry of Shipping to superintend the construction of a great timber raft, writes as follows regarding the German commercial invasion of Scandinavia:—

"I have seen shipload after shipload of German goods—pianos, musical instruments, toys, electrical fixtures, electrical wiring and electrical goods in general—being unloaded at Trondhjem and displayed in the windows of various shops the same day or the following day. This is not exaggerated. It would almost seem that the Germans had their ships loaded with these cargoes ready for the day to come when they could venture on the open sea. England has lost this trade to Scandinavia. The German prices are low.

"Up to last April Norway had a great shortage in the line of collars and shirts; an Irish firm, who turned out Berliac goods, with the hand of Ulster as a trade mark, had a few collars on the Norwegian market. On speaking with several shopkeepers in Christiania last winter they informed me that they would be glad to get British linen goods, but they were unable to do so as they could not get their orders filled. Germany was coming in on this trade as they were right there as soon as the war was over, in fact their agents were waiting in that country for the termination of hostilities before they made themselves known to the tradespeople. Germany will get this trade if England or Canada does not get busy. Norwegians prefer American styles in this line, so there is no reason why Canada cannot get this trade. I know many Norwegian business men who are at the top of the ladder over there, and I have had their views so know what I am talking about."

**Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other
Points in the Western Division for the Undermentioned Periods.**

	Month of September, 1919.	Month of September, 1918.
	No.	No.
Wheat, Spring—		
One Hard	36	218
One Hard White Fife.....	-	-
One Man. Northern.....	7,383	6,036
Two Man. Northern.....	3,918	1,301
Three Man. Northern.....	3,191	558
No. four.....	688	174
No. five.....	210	57
No. six.....	42	17
Feed.....	12	2
Smutty.....	32	47
No Grade ..	514	337
Rejected.....	1,134	417
Condemned	8	-
No Established Grade.....	-	-
No. 1.....	23	-
No. 2.....	1	-
No. 3.....	-	-
No. 1 Goose	-	99
No. 2	-	1
No. 4 Special.....	203	-
No. 5 Special.....	79	-
No. 6 Special.....	20	-
No. 1 Dunum	5	-
No. 2 Dunum.....	9	-
No. 3 Dunum.....	1	-
Total Spring Wheat. { Cars.....	17,509	9,187
{ Bushels.....	21,886,250	11,254,075
Wheat, Winter—		
One A. R. W.....	5	4
Two A. R. W.....	-	2
Three A. R. W.....	-	-
Four R. W.....	-	-
Five Winter	-	-
One White, Winter.....	-	-
Two White, Winter.....	-	-
Three White, Winter.....	-	-
Four White, Winter.....	-	-
One Mixed, Winter.....	-	-
Two Mixed, Winter.....	-	-
Three Mixed, Winter.....	-	-
Four White, Winter.....	-	-
No Grade.....	-	-
Rejected.....	-	-
Smutty White Winter.....	-	-
Total Winter Wheat..... { Cars.....	5	6
{ Bushels.....	6,250	7,350
Total Wheat..... { Cars.....	17,514	9,193
{ Bushels.....	21,892,500	11,261,425
Oats—		
Ex. No. 1. C. W.....	-	-
Number one C. W.....	1	1
Number two C. W.....	436	51
Number three C. W.....	467	45
Ex. No. 1. Feed.....	44	35
Number one Feed.....	170	51
Number two Feed.....	289	46
Rejected	67	13
No Grade.....	205	10
Condemned.....	-	-
Mixed Grain.....	61	24
Mixed Grain No. 2.....	-	-
Total Oats..... { Cars.....	1,740	27
{ Bushels.....	3,654,000	538,20

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods—*Concluded.*

	Month of September, 1919.	Month of September, 1918.
	No.	No.
Barley—		
Number Two C. W.	2	—
" Three Extra C. W.	471	455
" Three C. W.	295	154
Rejected	89	85
No Grade	105	50
Condemned	—	—
Smutty	185	21
Feed	—	—
Total Barley	1 147	765
	{ Cars	
	{ Bushels	994,500
Flaxseed—		
Number One N. W. Canada	80	14
" 2 C. W.	—	4
" 3 C. W.	4	—
Rejected	2	1
No Grade	1	—
Condemned	—	—
Total Flaxseed	87	19
	{ Cars	
	{ Bushels	20,900
Rye—		
No. 1 C. W.	6	—
" 2 C. W.	255	82
Rejected	103	10
No Grade	24	15
Feed	—	1
Rye	388	108
	{ Cars	
	{ Bushels	108,000
Screenings	61	28
	{ Cars	
	{ Bushels	28,000
<i>Recapitulation.</i>		
Grain—		
Wheat	17,514	9,193
	{ Cars	
	{ Bushels	11,261,425
Oats	1,740	276
	{ Cars	
	{ Bushels	538,200
Barley	1,147	765
	{ Cars	
	{ Bushels	994,500
Flaxseed	87	19
	{ Cars	
	{ Bushels	20,900
Rye	338	108
	{ Cars	
	{ Bushels	108,000
Screenings	61	28
	{ Cars	
	{ Bushels	28,000
Total Grain	20,937	10,389
	{ Cars	
	{ Bushels	12,951,025
Canadian Pacific Railway, Winnipeg and other points	10,878	5,260
Canadian Northern Railway	7,100	4,122
Great Northern Railway, Duluth	130	196
Grand Trunk Pacific	2,829	811
Total	20,937	10,389

**RECAPITULATION—COMPARATIVE FIGURES FOR MONTHS ENDING
SEPTEMBER 30, 1919.**

	Total Number of Cars.
1901-2.....	4,927
1902-3.....	4,330
1903-4.....	3,157
1904-5.....	1,764
1905-6.....	6,271
1906-7.....	7,763
1907-8.....	2,381
1908-9.....	11,018
1909-10.....	17,365
1910-11.....	12,938
1911-12.....	10,565
1912-13.....	5,953
1913-14.....	27,943
1914-15.....	34,526
1915-16.....	27,759
1916-17.....	16,532
1917-18.....	18,506
1918-19.....	10,389
1919-20.....	20,937

NEW INCORPORATIONS.

Dominion.

Canadian Steel Tire and Wheel Company, Limited. Incorporators: Gordon Walters MacDougall and Lawrence Macfarlane, K.C.'s; William Bridges Scott and Adrian Knatchbull-Hugessen, advocates; and James Geary Cartwright, office manager—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal.

Canada Bithulithic, Limited. Incorporators: Harold Learoyd Steele, George Taylor Kemp and Joseph Max Bullen, barristers-at-law; Norman Stuart Robertson, student-at-law; and Gerald Murphy, accountant—all of Toronto. Capital \$1,500,000, divided into 15,000 shares of \$100 each. Chief place of business, Toronto. (Private company.)

The Colonial Glass Company, Limited. Incorporators: Samuel Richard Leggott, electrician; Thomas William Birchall Marling, accountant; and James Fordyce Strickland, solicitor, all of Lakefield, Ont. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Lakefield, Ont.

Dominion Oil Cloth and Linoleum Company, Limited. Incorporators: Joseph Ovide Gravel, gentleman; John Baillie and John Jones McGill, manufacturers; John Augustine Mann, advocate; and Herbert Molson, brewer—all of Montreal, Quebec. Capital \$5,000,000, divided into 50,000 shares of \$100 each. Chief place of business, Montreal.

Canadian Consolidated Corporation, Limited. Incorporators: George Nathan Sieger, manufacturer; Nela Louisa Nelson and Harry Shortt, law clerks; Gordon Lawton Sherk, accountant; and Henry Herbert Collier, barrister-at-law—all of St. Catharines. Capital \$110,000. Chief place of business, St. Catharines.

James Robinson Company, Limited. Incorporators: Maxwell Goldstein, K.C.; John Albert Engel, advocate; James Burnett Taylor, accountant, Philip Presner, student-at-law; and Bertha Maysenhoelder, stenographer—all of Montreal. Capital \$600,000, divided into 6,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Dominion Stores, Limited. Incorporators: William Alfred James Case, solicitor; Morley Smith, barrister-at-law; Thomas Delany and George Meredith Huyeke,

students-at-law; and George Evans Atwood, accountant—all of Toronto. Capital \$375,000. Chief place of business, Toronto.

Salem Oil and Grease Company of Canada, Limited. Incorporators: Ernest Roy, Romeo Langlais, Armand Lavergne and Francois Xavier Godbout, advocates; and Gustave Garant, accountant—all of Quebec. Capital \$45,000, divided into 450 shares of \$100 each. Chief place of business, Farnham. (Private company.)

Chemical Products Corporation, Limited. Incorporators: Arthur Sommerville Hopkins and William Bruce Honeywell, salesmen; Sydney Ellis Wedd, Bruce Victor McCrimmon, Roy Beverley Whitehead, and Richard Goulton Berkinshaw, solicitors; and Samuel Davidson Fowler, solicitor's clerk—all of Toronto. Capital \$3,000,000, divided into 300,000 shares of \$10 each. Chief place of business, Toronto.

British Columbia.

Hal-foam, Limited. Capital \$100,000. Registered office, Vancouver.

Kelly Lake Lumber Company, Limited. Capital \$25,000. Registered office, Vancouver.

Archilles Mines, Limited. Capital, \$300,000. Registered office, Cranbrook.

Canadian Summer Iron Works, Limited. Capital, \$250,000. Registered office, Vancouver.

Courtenay Lumber Company, Limited. Capital, \$100,000. Registered office, New Westminster.

Noyl Builders' Supply, Limited. Capital, \$100,000. Registered office, Vancouver.

Texas Leases and Oil Development Company, Limited. Capital, \$150,000. Registered office, Vancouver.

Manitoba.

Clearwater Lake Mines, Limited. Incorporators: Harold Northcliffe Baker, barrister; William C. Driscoll, prospector; Hilda Marion Gaff, stenographer; John Metford Taylor, broker; and Philip M. Brand, broker—all of Winnipeg. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Chief place of business, Winnipeg.

Ontario.

The Triangle Lumber Company, Limited. Incorporators: George Herbert Sedgewick, John Wellington Pickup, Robert Elmer Fennell, and Norman Stuart Caudwell, barristers-at-law; and Catherine Gallagher, stenographer—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Head office, Toronto.

The Wagar Furniture Company, Limited. Incorporators: Walter Stanley Wagar, Harvey Andrew Heavener, and John Blanchet, merchants; Maurice McGuinty, contractor; and George Alexander McGaughey, barrister-at-law—all of North Bay. Capital \$40,000, divided into 400 shares of \$100 each. Head office, North Bay.

Deltex Hosiery, Limited. Incorporators: George Joseph Connor, gentleman; Robert William Menzies, company secretary; Stanley Gordon Hoffman, company manager; and Daniel Walker Markham and Arthur Russell Nesbitt, barristers-at-law—all of Toronto. Capital \$50,000, divided into 500 shares of \$100 each. Head office, Toronto.

Lumber and Pulpwood of British Columbia, Limited. Incorporators: Frederick Harold McCallum and Frank Milton Squires, students-at-law; Rita Hatton, stenographer; and Mabel Bruce, office clerk—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Head office, Toronto.

Dominion Dehydrator Company, Limited. Incorporators: Henry Jasper Martin, Ernest Grahame Joy, barristers-at-law; Thomas Neville Poole, law clerk; Mabel May Johnston, stenographer; and Clara Louisa Morton, book-keeper—all of Toronto. Capital \$150,000, divided into 1,500 shares of \$100 each. Head office, Toronto.

Synthetic Rubber and Tire Company of Canada, Limited. Incorporators: Robert Burns Bond, and Henry Bedford Hudson, produce brokers; all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Burns Hardware, Limited. Incorporators: Francis Clifford Burns, hardware merchant; William George Burns, engineer; Christina Burns and Mabel Burns married women; and William Edward Snyder, salesman—all of Toronto. Capital \$100,000, divided into 10,000 shares of \$10 each. Head office, Toronto.

M. A. Cuming and Company, Limited. Incorporators: Wilfrid Field and George Meredith Orr, barristers-at-law; Hilliard Brooke Bell, student-at-law; and Elizabeth McQuarrie and Lillie Miles, stenographers—all of Toronto. Capital \$40,000, divided into 400 shares of \$100 each. Head office, Toronto.

Shi-On, Limited. Incorporators: Garnet Kent Cumming, merchant; George Leinweber, accountant; and Beatrice Mary Cumming, married woman—all of Stratford. Capital \$40,000, divided into 400 shares of \$100 each. Head office, Stratford.

Steel Burial Vaults, Limited. Incorporators: George Herbert Sedgewick and John Wellington Pickup, barristers-at-law; Peter Randolph August Ritchie, student-at-law; Pearl Marr, office clerk; and Lois Wyllie, stenographer—all of Toronto. Capital \$100,000, divided into 2,000 shares of \$50 each. Head office, Toronto.

Acid Proof Ink Company, Limited. Incorporators: Morley Calvin Pritchard, solicitor; Harry Boyd Branscombe, student-at-law; Bertha Pritchard, married woman; William Fisher Wilson, sales manager; and Elizabeth Ann Yates, spinster. Capital \$40,000, divided into 400 shares of \$100 each. Head office, Toronto.

The Miller Lake Enterprize, Limited. Incorporators: William Alexander Catton, and George Archibald Forbes, brokers; Thomas James Coulter, accountant, and Alexander Watters, printer—all of Montreal; and Arthur Thomas Forbes, of Westmount, broker. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Head office, Gowganda.

Warren and Son, Limited. Incorporators: Frank Russell Warren and Samuel Russell Warren, both of Woodstock, organ manufacturers; William Percy Gillespie, investment broker; Wesley Herbert Michea and Albert Edward Gillespie, insurance agents—all of Toronto. Capital \$200,000, divided into 2,000 shares of \$100 each. Head office, Woodstock.

The Tred-Rite Shoe Company, Limited. Incorporators: George William Parsons, of Norwich, farmer; James Bauslaugh Addison, hardware merchant—Henry George Downing, physician; William Holmes, piano agent; and George Leonard Williams, Frank Austin Williams, and George Cecil Williams, manufacturers—all of Otterville. Capital \$60,000, divided into 1,200 shares of \$50 each. Head office, Otterville.

John B. Hutchins Company, Limited. Incorporators: John Bockus Hutchins and Ivan Wilfred Hutchins, manufacturers; Edwin James Powell, manufacturer's agent; Mabel Annie Hutchins, married woman; and William Holloway Wallbridge, Esquire—all of Toronto. Capital \$50,000, divided into 500 shares of \$100 each. Head office, Toronto.

The Abrasive Company of Canada, Limited. Incorporators: Alice Gwendolyn Downs, private secretary; Kate Delancy, stenographer; Cecil Alvin Louch, student-at-law; and Norman Searth Macdonnell, and Gregory Sanderson Hodgson, barristers-at-law—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Head office, Hamilton.

Hamm and Riley Silk Company, Limited. Incorporators: John Antliff Kent, accountant; and Guy Meredith Jarvis, Eilfred Campbell Milne, Wilfred Reese Birch and Arthur Herbert Keith Russell, students-at-law—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Canadian Vegetable Parchment Company, Limited. Incorporators: Albert Ogden, Allington Tupper Bowlby and Richard George McClelland, barristers-at-law; John Macdonald Burden, student-at-law; and Gertrude Prior, book-keeper—all of

Toronto. Capital \$150,000, divided into 1,500 shares of \$100 each. Head office, St. Catharines.

The F. H. Stover Drilling Company, Limited. Incorporators: Frank Howard Stover, oil and gas operator; John Craig Stewart, barrister-at-law; and Grace Alberta Jackson, and Florence Emily Stacey, stenographers—all of Chatham. Capital \$40,000, divided into 400 shares of \$100. Head office, Chatham.

The Goldstein Jewellery Mfg. Co., Limited. Incorporators: Bernard Goldstein, manufacturing jeweller; Rose Jeanette Goldstein, married woman; George Albert Harrison, master mechanic; Walter Milton Wright, jeweller; and Milton Manning Goldstein, assayer—all of Toronto. Capital \$150,000, divided into 1,500 shares of \$100 each. Head office, Toronto.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," OF THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, OR THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

2912. An important Canadian firm of export merchants propose to establish permanent commercial sample rooms in Australia and New Zealand. The president and manager of the company are about to leave for Australia and New Zealand, and will be glad to receive samples from Canadian firms who wish to be represented. They will sail from Vancouver on the ss. *Niagara* the second week in November. They ask manufacturers to make up two sets of samples, one for shipment in bulk for the purpose of being exhibited at the sample room, the second to be made up in a traveller's sample case, which can be conveniently conveyed from place to place. They propose that the traveller's sample case should be about 30 inches by 20 inches by 12 inches outside measurement. The case to contain in the body the samples themselves, and fastened to the lid on the inside a carrier, to contain catalogues, price and discount lists, and such other literature as would be of benefit to a travelling salesman.

2913. **Designer.**—A returned Canadian soldier who has had experience as a first-class designer in wool and fancy worsteds in the Huddersfield district of England and who possesses the highest credentials, desires to secure employment with a Canadian manufacturer in that capacity.

2914. A returned Canadian officer has orders from an Anglo-Russian firm with branches in Omsk, Harbin and Vladivostok for \$50,000 worth of following articles: Woollen and cotton goods, cloth, readymade clothes, hosiery, rubbers and felt boots, cutlery, saws, drug sundries, tobacco, chocolate, typewriters and accessories, all kinds of paper. Shipment to be made through bankers, half cash on arrival of goods at bank, balance of order at six months as goods are withdrawn for sale.

2915. Shipbuilders' supplies.—A London company claiming a connection among shipbuilders, are desirous of securing the agency of Canadian manufacturers of goods suitable for this trade, including bolts and nuts, chains, cables, ship's brass work, iron, steel, brass and copper tubes, copper and Brass wire, wire ropes, sheet steel, railway material, locomotives, wagons, carriages, rails, cast-iron pipes, semi-rotary pumps.

2916. Electric welding wire.—A Midlands firm of manufacturers are open to purchase steel electric welding wire (size No. 2, No. 4 and $\frac{3}{8}$ inch), and invite offers from Canadian manufacturers.

2917. Merchant bar-iron.—A London firm wish to get into touch with Canadian manufacturers of merchant bar-iron.

2918. Cottons and other goods.—A London firm interested in the import of all classes of goods from Canada, but particularly cottons, wish to get into touch with Canadian shippers.

2919. Porcelain insulators, insulating materials, copper wires and fibre.—A London firm who are in the market for porcelain insulators, insulating materials, copper wire and fibre, wish to get in touch with Canadian manufacturers.

2920. Woodenware.—A firm of importers in London, England, are especially interested in woodenware sold in the 5, 10 and 25 cent stores, such as:—

Wood spoons.
Wood toys.
Clothes pins.
Mouse traps.
Coat hangers.
Butter pats.
Bread boards.
Trays.
Rulers.

Mallets.
Potato mashers.
Towel rollers.
Tool handles.
Spring clothes pins.
Penholders.
Rolling pins.
Wash boards (small size).

2921. Artificial silk hose.—An import broker and manufacturers' agent in Northumberland, England, desires to get into touch with Canadian manufacturers of ladies' artificial silk hose. Could place orders immediately for delivery February, March, April and May of 25,000 dozen art silk hosiery in black and colours in 13-inch, 14-inch, 15-inch and 17-inch art silk hosiery.

2922. Brewing malt.—An importer in Geneva, Switzerland, wishes to buy 500 tons of Canadian brewing malt. Quotations required c.i.f. Antwerp with absolute guarantee of delivery.

2923. Representation.—A commercial agency in Georgetown, Demerara, desires to represent Canadian manufacturers and producers for the sale of general merchandise.

2924. Gunny-bags, Hessian cloth.—Inquiry is made on behalf of a Japanese merchant in Calcutta for the most reliable Canadian concerns dealing in gunny-bags and hessian cloth.

2925. Food products, machinery.—A firm of importers in Parahyba, Brazil, wish to import from Canada codfish, wheat flour, food products, canned fish, and machinery.

2926. A firm of importers in Genoa, Italy, wish to be placed in touch with Canadian manufacturers of chemicals, textile products, wools, fabrics, clothing, etc., also lumber, lumber products, coal, etc.

2927. Potatoes.—A commission house in Havana, Cuba, wish to make connections with Canadian exporters of potatoes. Potatoes must be sent packed in good bags or barrels, the shippers must guarantee 95 per cent of the potatoes in good condition on arrival in Cuba. Method of payment, sight bills for invoice price against shipment documents upon arrival of goods and through agency of bankers of Havana.

2928. Wheat flour.—A commission house in Havana, Cuba, wishes to act as agent for a Canadian manufacturer of wheat flour. The flour should be packed in bags containing 203 pounds. Prices should be quoted c.i.f. Havana and be low enough to compete with the American prices. Could also sell white oats No. 2 in bags containing 203 pounds.

2929. **Oilcake.**—A Geneva firm wish to secure 500 tons of Canadian oilcake for feeding live stock. Quotations required c.i.f. Antwerp with absolute guarantee of delivery.

2930. A Canadian firm of steamship agents, import and export merchants in Rotterdam, Holland, with offices at London, New York, Vancouver, Portland (Oregon), Seattle and San Francisco, desire to offer their services to Canadian firms importing into Rotterdam, Amsterdam and Antwerp.

2931. **Foodstuffs.**—A commission agent of Christiania, Norway, desires to represent Canadian exporters of grain, flour, hams, apples, bacon, cheese, and canned fruit, etc.

2932. **Wire.**—A Liverpool firm ask to be placed in touch with exporters of galvanized annealed mild steel wire, 8 to 24 wire gauge, and galvanized crucible steel wire, 85/90 tons per square inch, 12 to 30 wire gauge.

2933. **Tinned mattress wire.**—A Leeds firm ask for quotations on tinned mattress wire.

2934. **Motor accessories.**—A Liverpool firm wish to hear from Canadian firms desiring agents for good lines of motor accessories.

2935. **Motor accessories.**—A Liverpool firm ask to be placed in touch with exporters of motor accessories.

2936. **Three plywood.**—A Grimsby firm are prepared to purchase cash against documents, large quantities of birch or alder plywood, in sheets 40-inch to 60-inch by 30-inch to 50-inch wide, and in thickness 3, 4, 5, 6, and 9 mm.

2937. **Kitchen cabinets.**—A Liverpool firm would like to receive offers of kitchen cabinets and household labour-saving devices.

2938. **Three plywood.**—A Leeds firm are interested in plywood, 3, 4, and 6 mm. thick.

2939. **Maple roller blocks.**—A Liverpool firm would like to get into communication with exporters of maple roller blocks.

2940. **Evaporated apples.**—A large importing house in St. John's, Newfoundland, ask for the names of Canadian exporters of evaporated apples.

2941. **Oats.**—The names of important exporters of Ontario oats are asked for by a large wholesale concern in St. John's, Newfoundland.

2942. **Agencies in Brazil.**—A Canadian speaking French, English and Portuguese, who intends leaving in December for Brazil, and who will probably settle in Sao Paulo, desires to obtain exclusive agencies for Canadian firms manufacturing agricultural implements, machine tools, saw-mill equipment, electrical goods, pianos, gramophones, cameras, paints, cement, etc.

TO ENSURE THE FRUITS OF VICTORY
BUY VICTORY BONDS

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. **Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. **Steel and iron products, machinery, etc.**—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S. Agencies in China.**—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S. Agencies.**—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25 **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30. **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31. **R.S.** Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32. **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.** Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Canada, White Star-Dominion Line, about October 23; *Scandinavian*, C.P.O.S. Line, about October 25; *Metagama*, C.P.O.S. Line, about October 30; *Megantic*, White Star-Dominion Line, about October 31; *Canadian Trooper*, Can. Govt. Merchant Marine, Ltd., about October 31; *Melita*, C.P.O.S. Line, about October 31; **Empress of France*, C.P.O.S. Line, about November 1; *Canadian Navigator*, Can. Govt. Merchant Marine, Ltd., about November 10.

MONTREAL TO LONDON.

Grampian Range, C.P.O.S.-Furness Line (Furness), about October 28; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about October 23; *Verentia*, Cunard Line, about October 25; *Cornish Point*, C.P.O.S.-Furness Line (Furness), about October 30; *Grampian*, C.P.O.S.-Furness Line (C.P.O.S.), about October 29; *Corsican*, C.P.O.S.-Furness Line, (C.P.O.S.), about November 2; *Venusia*, Cunard Line, about November 8; *Canadian Voyageur*, Can. Govt. Merchant Marine, Ltd., about November 15; *Canadian Volunteer*, Can. Govt. Merchant Marine, Ltd., about November 25.

MONTREAL TO ANTWERP.

Scotian, C.P.O.S.-Furness Line (C.P.O.S.), about October 24; *War Beryl*, C.P.O.S.-Furness Line (C.P.O.S.), about November 4; *North Point*, Furness Line, about November 6.

MONTREAL TO GLASGOW.

Saturnia, Anchor-Don. Line, about October 24; *Pretorian*, C.P.O.S. Line, about October 26; *Sicilian*, C.P.O.S. Line, about November 1; *Cassandra*, Anchor-Don. Line, about November 6.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Sardinian, C.P.O.S. Line, about October 23; *Virgilia*, Cunard Line, about October 25; *Vellavia*, Cunard Line, about October 28; *Turcoman*, Dominion Line, about November 14.

* Sails from Quebec.

MONTREAL TO MANCHESTER.

Manchester Hero, Manchester Liners, about October 29; *Manchester Importer*, Manchester Liners, about November 1; *Manchester Division*, Manchester Liners, about November 13; *Manchester Mariner*, Manchester Liners, about November 16.

MONTREAL TO HULL.

Norfolk Range, Furness Line, about October 31.

MONTREAL TO LEITH.

Cairndhu, Thomson Line, about October 21.

MONTREAL TO NEWCASTLE-ON-TYNE.

Cairnmona, Thomson Line, about November 1.

MONTREAL TO DUBLIN.

Carrigan Head, Head Line, about October 24; *Ramore Head*, Head Line, about November 5.

MONTREAL TO BELFAST.

Fanad Head, Head Line, about October 24.

MONTREAL TO ST. NAZAIRE (FRANCE).

Alston, Can.-French Line, about October 25.

MONTREAL TO HAVRE (FRANCE).

Kamarina, Canadian Trans-Atlantique Line, about October 25; *Hudson*, Canadian Trans-Atlantique Line, about November 2; *Lord Dufferin*, Canadian Trans-Atlantique Line, about November 7; *Wisley*, Compagnie Trans-Atlantique (Canadian Steamship Lines, general agents), about November 5.

MONTREAL TO BERGEN, STAVANGER AND CHRISTIANIA (NORWAY).

Ranenfjord, Norwegian-American Line (C.P.O.S., agents), about October 25.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Settler*, Can. Govt. Merchant Marine, Ltd., about November 7; *Clan Macbeolan*, Houston Lines, about November 15.

MONTREAL TO SOUTH AFRICA.

Cape Town, *Port Elizabeth*, *East London*, *Durban* and *Delagoa Bay*.
New Toronto, Elder-Dempster Line, about November 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, *Sydney*, *Auckland*, *Wellington*, *Lyttleton* and *Dunedin*
(*Port Chalmers*).

Whakatane, New Zealand Shipping Co., about November 15.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Warrior, Can. Govt. Merchant Marine, Ltd., about November 1; *Canadian Warrior*, Can. Govt. Merchant Marine, Ltd., about November 20.

MONTREAL TO BARBADOS, TRINIDAD, AND DEMERARA.

Canadian Gunner, Can. Govt. Merchant Marine, Ltd., about November 12.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about October 31; *Chaleur*, Royal Mail Steam Packet Co., about November 14.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, MOJI, SHANGHAI AND HONG KONG.

Chicago Maru, Osaka Chosen Kaisha, about November 18.

VICTORIA TO YOKOHAMA, KOBE, MOJI, MANILA AND SHANGHAI.

Mexico Maru, Osaka Chosen Kaisha, about October 29.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG

Fushimi Maru, Nippon Yusen Kaisha, about November 2.

From Vancouver.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about November 26; *Makura*, Canadian Royal Mail Line, about December 8.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Asia, C.P.O.S. Line, about October 30.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Empress of Japan, C.P.O.S. Line, about November 13.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Harold Dollar, Canadian Robert Dollar Co., about October 25.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Cyclops, Blue Funnel Line, about October 20 (Victoria about November 4); *Protestilaus*, Blue Funnel Line, about November 20 (Victoria about December 4).

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward, without charge, to any one desiring them, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Deputy Minister, Department of Trade and Commerce, Ottawa."

Annuaire du Canada, 1914.

Official Year "Book of the Commonwealth of Australia, No. 9, 1901-1915.
No. 6, 1901-1915.

Despatches between British Governments and Ambassadors, respecting the European War, 1914.

The German War and its Relation with Canadian Trade.

Imperial Year Book, 1914-15.

Grain Inspection in Canada.

Trial Shipment of Bulk Wheat via the Panama Canal.

Trade after the War. (Address by Sir George Foster at the Royal Colonial Institute.)

Report on the Trade of China and Japan.

Handbook for Export to South America.

Canadian Boards of Trade Register, 1919.

Parliamentary Guide, 1915.

" " 1916.

" " 1918.

Who's Who, 1915.

" " 1916.

" " 1917.

" " 1918.

Canadian Almanac, 1918.

Heaton's Annual, 1913.

" " 1914.

" " 1916.

Statesman's Year Book, 1917.

Canada Official Postal Guide, 1917.

Whitaker's Almanac, 1917.

Foreign Office List, 1916.

" " 1918.

Canadian Trade Index, 1914-15.

Fourth National Trade Convention of Pittsburg, 1917.

Mercantile Navy List and Maritime Directory, 1916.

" " " " 1917.

New Zealand Year Book, 1916.

" " 1917.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson. Letters should be addressed to H. B. M. Minister, Rio de Janeiro.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaaf 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Aleutskaja No. 11 Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiansia, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Inspection and Water Meters Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
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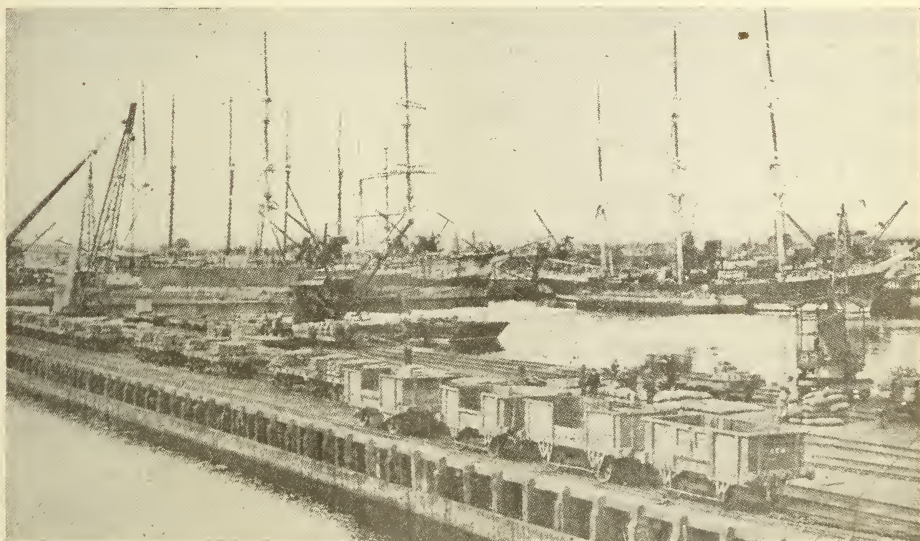
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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



View of Callao, Peru. (See p. 832)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
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1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, October 27, 1919.

No. 821

REVISED FIGURES OF UNITED KINGDOM TRADE FOR 1918.

ACTING TRADE COMMISSIONER C. G. VENUS.

London, October 3, 1919.—Volume I of the Annual Statement of Trade of the United Kingdom for the calendar year 1918 has at length been published, and presents not only a revision, but also an amplification, of the preliminary trade returns of the United Kingdom for 1918, which were published with the January monthly trade accounts—which later were dealt with in our report of the 14th January, appearing in *Weekly Bulletin* No. 785 (page 230).

The period covered includes only six weeks of the armistice, and as Government restrictions of trade had not then commenced to be relaxed, it may be regarded for practical purposes as a war year.

Comparison with previous years loses its value, because while the 1918 statistics include imports and exports upon Government account of all goods, it was not until July, 1917, that this practice was commenced, and the year 1917 and previous war years are therefore incomplete in this important respect. Moreover, contrast with 1913 and pre-war years is vitiated on account of the Government restrictions of trade which were introduced during the war.

TOTAL TRADE OF THE UNITED KINGDOM.

The following table shows the value of the total imports from foreign countries and British possessions for the five years of war, the outstanding feature being the growth in the value of import trade of over £600,000,000 during this period:—

Imports.

	From Foreign Countries.	From British Possessions.	Total.
1914..	£508,833,541	£187,801,572	£ 696,635,113
1915..	580,068,123	271,825,227	851,893,350
1916..	645,833,842	302,672,650	948,506,492
1917..	705,134,305	359,030,373	1,064,164,678
1918..	893,115,932	423,034,971	1,316,150,903

The value of the total exports of goods the produce of the United Kingdom was as under:—

Exports.

	To Foreign Countries.	To British Possessions.	Total.
1914..	£259,091,859	£171,629,498	£430,721,357
1915..	236,448,764	148,419,684	384,868,448
1916..	320,103,836	186,175,871	506,279,707
1917..	354,421,930	172,657,816	527,079,746
1918..	323,056,875	178,362,122	501,418,997

The totals of re-exports of foreign and colonial merchandise were:—

Re-exports.

	To Foreign Countries.	To British Possessions.	Total.
1914..	£183,216,430	£12,257,736	£95,474,166
1915..	86,694,188	12,367,993	99,062,181
1916..	83,032,605	14,533,573	97,566,178
1917..	62,183,372	7,494,989	69,677,461
1918..	25,853,749	5,091,332	30,945,081

The principal features of the foreign trade of the United Kingdom were fully dealt with in the report sent in January already referred to, so it is unnecessary to make any further comments, except perhaps to repeat that increased values enter to a very large extent into the composition of these figures, the average rise in prices of standard commodities over 1913 being no less than 127 per cent and over 1917 by 10 per cent.

CANADA'S SHARE OF BRITISH IMPORT TRADE.

The January report reproduced, as far as was then available, tables of imports into the United Kingdom of articles in which Canada takes a prominent part, compared with the year 1913, and it is considered advisable to continue the same procedure with regard to the revised and more complete returns now issued.

The contrast with 1913 is thought to be more interesting than with 1917 under the present circumstances, as illustrating the very great alterations which have occurred in sources of supply during the war, although, as stated, in 1913 there were no restrictions of trade which in 1918 were so widely applied that imports were practically limited to goods essential to the vital requirements of the nation.

The statement which follows, therefore, shows:—

(1) The corrected totals of imports of lines which Canada exports to this country and the principal sources from which derived, unrevised statistics for which were reported in January. These comprise chiefly grain and flour, provisions, canned goods, lumber, and wood-pulp.

(2) Tables compiled on the same basis of other imports which Canada supplies to this market which are published as regards 1918 for the first time this year, and which consist mainly of raw materials and manufactured goods.

(3) A special supplementary list of items of import from Canada during 1918 only—the figures for 1913 not being available in this case—which, in the annual statement of trade, are included under the general heading, "from British Possessions," owing to their amounts being only insignificant or the trade casual. We are indebted for these details to the Principal of the Statistical Office of H.M. Customs, who, as in former years, has had the figures extracted from private records kept by his department, and compiled for our benefit.

INCREASES IN LARGE NUMBER OF ITEMS.

As the detailed statistics of receipts from Canada of most raw materials and manufactured goods in 1919 were not available when the year's trade was reviewed in January, the following points may be cited from the comparison with the year 1913 which is reproduced later in this report:—

Arrivals from Canada of chemicals are considerably greater, acetic acid having increased by 77,800 cwts. (or £462,000); acetone by 7,000 cwts. (or £263,000); calcium carbide by 112,000 cwts. (or £165,000); methylic alcohol by 80,000 gallons (or £119,000); chemicals, unenumerated, by £84,000; and drugs by £27,000.

Among metals, minerals and ores, advances are recorded in asbestos, to the extent of 40,000 cwts. (or £339,000); copper regulus and precipitate by 6,500 tons (or £577,000); nickel oxide by 15,000 cwts. (or £84,000).

Other increases are evident under the following headings: Casings by 35,000 pounds (or £130,000); rubber boots and shoes by 8,000 dozen pairs (or £75,000); macaroni by 35,500 cwts. (or £172,000); implements and tools (except machine tools), by £286,000; agricultural machinery by 4,500 tons (or £380,000); wire nails by 9,000 tons (or £429,000); condensed milk (unsweetened), by 84,000 cwts. (or £244,000); milk powder by 5,900 cwts. (or £33,600); dried vegetables by 19,000 cwts. (or £150,000); woodenware by £35,000; canned fruit (liable to duty), by 21,000 cwts. (or £99,000); condensed milk (sweetened), by 173,000 cwts. (or £900,000); cigarettes by 586,000 pounds (or £150,000); tobacco (unmanufactured), by 124,000 pounds (or £16,000).

Decreases are apparent as compared with 1913 in raw apples and pears, hay, hops, leather, mica, linseed oilcake, paper on reels, flax or linseed.

TABLES SHOWING QUANTITIES, VALUES, AND PRINCIPAL SOURCES OF SUPPLY OF CHIEF COMMODITIES IMPORTED INTO THE UNITED KINGDOM DURING THE YEARS 1913 AND 1918, TO WHICH CANADA HAS CONTRIBUTED.

	1913.		1918.	
	Quantity. Cwts.	Value. £	Quantity. Cwts.	Value. £
Asbestos, raw—				
Total imports.. . . .	232,045	150,963	397,736	829,038
Principal sources—				
Canada	150,773	73,961	198,817	413,119
Cape of Good Hope.. . . .	11,327	8,455	35,610	64,649
Rhodesia.. . . .	344	258	91,075	208,761
Portuguese East Africa	3,856	4,063	60,544	117,820
Bladders, casings, etc.—	Lb.		Lb.	
Total imports.. . . .	12,839,009	636,542	1,199,870	379,296
Principal sources—				
United States	3,953,124	163,343	549,849	184,915
Canada.. . . .	367,359	14,244	402,042	144,242
New Zealand	3,439,232	167,565	—	—
Argentine Republic	1,829,878	57,100	21,793	5,710
Boots and shoes (rubber)—	doz. pairs.		doz. pairs.	
Total imports	95,771	119,921	30,841	241,029
Principal sources—				
United States	65,806	90,178	21,689	164,120
Germany.. . . .	22,644	23,715	—	—
Canada	66	54	8,497	74,539
Butter—	Cwts.		Cwts.	
Total imports	4,139,028	24,083,658	1,578,658	19,769,738
Principal sources—				
Denmark.. . . .	1,706,759	10,657,589	40,327	771,291
Russia	751,414	3,831,366	—	—
Australia.. . . .	594,552	3,219,733	540,072	6,722,621
New Zealand	251,663	1,351,285	372,572	4,599,166
Argentine Republic	72,418	394,529	313,243	3,797,050
United States.. . . .	164	947	196,593	2,436,265
Canada	813	4,522	61,971	774,150
Cereals and cereal products—				
Wheat—	Cwts.		Cwts.	
Total imports.. . . .	105,878,102	43,849,173	57,947,610	53,097,953
Principal sources—				
United States	34,067,944	13,953,078	24,757,610	22,674,274
Canada.. . . .	21,787,900	8,803,949	15,968,700	14,499,776
Australia.. . . .	10,126,658	4,426,629	2,013,700	1,895,057
Argentine Republic	14,756,200	6,137,518	14,389,400	13,253,798
British India.. . . .	18,768,100	7,998,552	621,400	592,219
Flour—				
Total imports.. . . .	11,978,153	6,347,771	26,359,600	35,682,697
Principal sources—				
United States	6,157,644	3,247,423	17,963,100	24,029,322
Canada.. . . .	4,168,563	2,261,783	5,564,700	7,671,865
Germany.. . . .	455,800	241,825	—	—
Australia.. . . .	349,075	188,218	1,679,100	2,366,294
China	—	—	929,200	1,319,810
Barley—				
Total imports.. . . .	22,439,248	8,077,100	5,025,200	5,426,012
Principal sources—				
Russia.. . . .	6,105,000	1,847,367	—	—
United States	4,438,100	1,852,756	4,070,300	4,387,903
Turkey (Asiatic).. . . .	2,232,300	891,953	—	—
British India.. . . .	3,619,400	1,308,478	—	—
Canada.. . . .	2,561,800	832,841	952,000	1,034,956
Oats—				
Total imports.. . . .	18,162,663	5,671,957	10,982,570	11,529,053
Principal sources—				
Argentine Republic.. . . .	6,401,700	1,892,186	1,524,270	1,647,659
Germany.. . . .	3,422,300	1,137,511	—	—
Russia.. . . .	2,784,800	865,237	—	—
United States	1,434,015	465,004	6,009,400	6,253,687
Canada.. . . .	2,348,000	750,693	3,409,700	3,595,951
Rye—				
Total imports.. . . .	905,700	290,112	1,930,300	1,775,585
Principal sources—				
Russia.. . . .	441,030	138,164	—	—
United States	209,510	70,946	1,747,700	1,579,497
Canada.. . . .	172,310	55,253	182,600	196,088

TABLES SHOWING QUANTITIES, VALUES, ETC., OF IMPORTS INTO UNITED KINGDOM—*Continued.*

	1913.		1918.	
	Quantity. Cwts.	Value. £	Quantity. Cwts.	Value. £
Cereals and Cereal Products—				
Peas, other than split—				
Total imports.. . . .	1,882,433	947,296	2,175,237	5,595,232
Principal sources—				
British India.. . . .	962,350	342,144	893,380	1,507,982
Germany.. . . .	222,270	149,721	.....	—
Netherlands.. . . .	179,520	145,804	240	1,192
New Zealand.. . . .	185,993	114,656	48,940	101,478
Japan.. . . .	149,200	114,347	687,544	2,225,153
United States	3,560	4,117	409,820	1,208,291
Canada.. . . .	5,770	5,932	50,430	165,201
Beans, haricot—				
Total imports.. . . .	313,063	238,685	2,214,286	4,970,456
Principal sources—				
Madagascar.. . . .	71,820	80,739	271,260	779,711
British India.. . . .	67,900	29,358	1,277,140	2,693,172
Brazil.. . . .	.....	.....	449,196	889,341
United States	2,590	1,929	117,070	360,244
Canada.. . . .	.....	3	9,560	35,288
Shredded wheat—				
Total imports.. . . .	18,710	30,901	2,516	14,055
Principal sources—				
United States	4,195	5,051	.....	—
Canada.. . . .	14,515	25,850	2,516	14,055
Oatmeal—				
Total imports.. . . .	453,187	248,143	885,274	1,426,177
Principal sources—				
United States	231,263	123,257	633,646	1,039,604
Canada.. . . .	201,171	113,674	242,924	374,055
Groats—				
Total imports.. . . .	25,015	13,626	143,763	219,966
Principal sources—				
United States.. . . .	3,311	1,877	138,533	211,594
Canada	3,373	1,937	2,590	4,091
Rolled oats—				
Total imports.. . . .	390,675	345,992	1,879,392	3,177,678
Principal sources—				
United States	176,341	150,067	1,826,569	3,092,992
Canada.. . . .	189,898	182,604	47,344	75,968
Rye meal—				
Total imports.. . . .	143,692	56,372	420,063	536,356
Principal sources—				
Germany.. . . .	141,289	55,418	.....	—
United States	10	4	411,808	524,558
Canada .. . . .	.....	.....	8,255	11,798
Macaroni—				
Total imports.. . . .	88,152	92,589	164,240	831,728
Principal sources—				
Italy.. . . .	78,040	80,417	.....	—
France.. . . .	7,835	9,646	60	214
United States .. . . .	.....	.....	87,114	463,475
Argentine Republic.. . . .	.....	.....	20,089	91,353
Japan.. . . .	.....	.....	10,319	47,116
Canada.. . . .	.....	.....	35,516	172,669
Cereal foods, miscellaneous—				
Total imports.. . . .	393,449	267,821	404,021	609,264
Principal sources—				
United States	254,664	149,202	398,448	588,821
Belgium.. . . .	96,562	49,383	.....	—
Germany.. . . .	15,024	22,436	.....	—
Canada.. . . .	12,659	25,897	4,610	16,873
Cheese—				
Total imports.. . . .	2,297,340	7,035,039	2,357,103	15,905,858
Principal sources—				
Canada	1,293,768	4,038,627	1,125,668	7,695,411
New Zealand	547,182	1,685,472	610,655	3,849,695
Netherlands.. . . .	291,895	760,080	87,896	621,496
Italy.. . . .	101,794	343,838	.....	—
United States.. . . .	22,449	67,217	472,328	3,308,257
Chemical Manufactures and Products—				
Acetate of lime—				
Total imports.. . . .	99,582	49,342	21,759	62,438
Principal sources—				
United States	27,191	13,648	.....	—
Canada	62,329	31,104	21,199	61,373

TABLES SHOWING QUANTITIES, VALUES, ETC., OF IMPORTS INTO UNITED KINGDOM—*Continued.*

	1913.		1918.	
	Quantity. Cwts.	Value. £	Quantity. Cwts.	Value. £
Chemical Manufactures, etc.— <i>Con.</i>				
Acetic acid—				
Total imports.. . . .	75,128	85,790	89,753	573,878
Principal sources—				
United States	18,912	22,031	11,357	85,546
Canada.. . . .	.....	.....	77,812	462,089
Acetone—				
Total imports.. . . .	46,407	162,633	173,982	1,350,900
Principal sources—				
United States	15,924	58,111	138,291	1,061,883
Hungary.. . . .	13,600	48,675	.....	—
Germany.. . . .	8,619	28,153	.....	—
Canada.. . . .	7,830	26,308	35,691	289,017
Carbide of calcium—				
Total imports	513,797	272,445	517,262	836,846
Principal sources—				
Norway.. . . .	263,866	137,532	404,347	671,161
Italy.. . . .	147,388	76,226	.....	—
Canada.. . . .	.....	.....	112,915	165,685
Chemical Manufactures and Pro- ducts, unenumerated—				
Total imports.. . . .	*	1,488,034	*	18,030,444
Principal sources—				
Germany.. . . .	.....	614,372	.....	1,349
Chile.. . . .	.....	197,712	.....	15,268,702
France.. . . .	.....	139,253	.....	170,636
Norway.. . . .	.....	56,392	.....	602,819
United States.. . . .	.....	45,518	.....	864,837
Canada.. . . .	.....	29,711	.....	114,311
Drugs, unenumerated—				
Total imports.. . . .	*	1,302,860	*	2,514,988
Principal sources—				
Germany.. . . .	.....	332,464	.....	1,488
United States.. . . .	.....	278,671	.....	530,536
Japan.. . . .	.....	84,689	.....	272,377
France.. . . .	.....	91,366	.....	199,428
Canada.. . . .	.....	6,306	.....	33,279
Dye Stuffs, extracts for tanning—				
Total imports.. . . .	.....	922,600	.....	2,428,963
Principal sources—				
France.. . . .	.....	429,866	.....	412,086
United States.. . . .	.....	46,028	.....	780,984
Argentine Republic .. . . .	.....	167,196	.....	1,049,472
Canada.. . . .	.....	4,136	.....	4,510
* No quantities given.				
Eggs—	Gt. Hunds.		Gt. Hunds.	
Total imports.. . . .	21,579,950	9,590,602	2,656,415	4,621,649
Principal sources—				
Russia.. . . .	11,453,277	4,745,229	.....	—
Denmark	4,264,943	2,296,843	1,170,535	2,592,033
Egypt.. . . .	1,096,539	356,627	729,807	715,170
United States.. . . .	5,869	2,894	337,345	617,236
Canada.. . . .	1,950	957	388,985	666,864
Fish, fresh, except herrings—	Cwt.		Cwt.	
Total imports.. . . .	867,505	665,299	404,514	1,542,432
Principal sources—				
Deep Sea Fisheries	666,334	267,312	302,128	1,142,566
Netherlands	38,942	74,596	1,016	3,448
Canada.. . . .	6,710	24,634	35,383	130,122
Fish, canned salmon—				
Total imports.. . . .	600,560	1,764,937	689,373	5,330,230
Principal sources—				
United States.. . . .	265,817	698,018	329,334	2,219,383
Canada.. . . .	275,362	900,068	181,338	1,258,803
Japan.. . . .	28,925	81,289	177,399	1,842,244
Fish, Canned lobsters—				
Total imports.. . . .	35,230	331,411	17,489	326,867
Principal sources—				
Canada.. . . .	33,139	308,951	16,396	312,027
Newfoundland.. . . .	1,361	15,707	1,067	14,603

TABLES SHOWING QUANTITIES, VALUES, ETC., OF IMPORTS INTO UNITED KINGDOM—*Continued.*

	1913.		1918.	
	Quantity. Cwts.	Value. £	Quantity. Cwts.	Value. £
Fish, canned, other than sardines, salmon and lobster—				
Total imports.. . . .	70,234	213,234	301,037	2,664,435
Principal sources—				
Norway.. . . .	33,156	76,504	92,613	925,185
Cape of Good Hope.. . . .	17,627	66,292	22,751	259,468
United States.. . . .	2,963	9,539	134,419	864,079
Canada.. . . .	.....	.....	1,016	6,992
Fruit, apples, raw—				
Total imports.. . . .	3,257,419	2,230,370	410,169	903,982
Principal sources—				
United States.. . . .	1,386,500	1,000,074	104,258	255,565
Canada.. . . .	1,264,223	730,036	46,123	114,911
Australia.. . . .	275,760	296,245	.....	—
Fruit, canned or bottled, preserv- ed without sugar—				
Total imports.. . . .	207,411	203,840	210,707	481,459
Principal sources—				
Spain.. . . .	90,039	82,845	190,722	410,320
United States.. . . .	35,659	33,950	412	1,018
Canada.. . . .	47,225	42,968	12,108	37,832
Fruit, dried, unenumerated—				
Total imports.. . . .	35,778	61,220	27,528	99,362
Principal sources—				
United States.. . . .	39,481	52,240	17,320	60,454
Australia.. . . .	.....	.....	2,555	11,925
British West Indies.. . . .	.....	.....	4,771	12,514
Canada.. . . .	2,507	4,322	638	2,584
Hay—	Tons.		Tons.	
Total imports.. . . .	62,529	270,377	677	4,964
Principal sources—				
Canada.. . . .	37,960	161,274	124	929
Norway.. . . .	11,902	52,304	.....	—
Sweden.. . . .	8,866	39,750	.....	—
United States.. . . .	3,793	17,013	553	4,035
Hops—	Cwt.		Cwt.	
Total imports.. . . .	262,184	1,753,003	52	210
Principal sources—				
United States.. . . .	187,229	1,236,973	16	64
Germany.. . . .	31,110	224,017	36	146
Belgium.. . . .	23,087	160,113	.....	—
Canada.. . . .	14,196	93,164	.....	—
Implements and tools, except ma- chine tools—				
Total imports.. . . .	No quantities given.	509,121	No quantities given.	1,923,280
Principal sources—				
United States.. . . .	.....	278,157	.....	1,614,808
Canada.. . . .	.....	14,352	.....	203,257
Lard—				
Total imports.. . . .	2,005,360	5,552,462	2,760,404	21,063,529
Principal sources—				
United States.. . . .	1,868,992	5,184,713	2,586,187	19,807,472
China.. . . .	2,110	5,112	30,946	200,824
Canada.. . . .	83,130	229,227	89,493	689,468
Leather, undressed, hides, other than calf skin—				
Total imports.. . . .	760,935	3,949,199	594,628	6,678,158
Principal sources—				
United States.. . . .	362,678	1,589,496	175,545	2,302,449
British India.. . . .	196,894	1,360,500	399,075	4,123,758
Australia.. . . .	45,844	277,360	12,336	148,711
Canada.. . . .	50,515	295,457	6,367	84,489
Leather, dressed, box calf—				
Total imports.. . . .	43,834	1,196,640	4,995	316,398
Principal sources—				
Germany.. . . .	28,313	826,273	.....	—
France.. . . .	10,521	167,580	.....	—
United States.. . . .	6,185	158,236	4,272	224,851
Canada.. . . .	9	135	723	91,547

TABLES SHOWING QUANTITIES, VALUES, ETC., OF IMPORTS INTO UNITED KINGDOM—*Continued.*

	1913.		1918.	
	Quantity. Cwts.	Value. £	Quantity. Cwts.	Value. £
Leather, varnished, japanned or enamelled—				
Total imports..	19,672	613,603	1,255	82,664
Principal sources—				
Germany..	15,442	451,286	.....	—
United States..	3,403	142,504	901	57,242
Canada.. . . . .	.....	.....	260	20,342
Machinery, agricultural, not being prime movers or electrical machinery—	Tons.		Tons.	
Total imports..	22,626	768,320	23,254	1,586,105
Principal sources—				
United States..	18,074	537,211	15,768	999,864
Canada..	2,242	67,826	6,792	438,893
Meat, except poultry and game—	Cwt.		Cwt.	
Bacon—				
Total imports..	4,857,890	17,428,881	10,473,562	90,381,595
Principal sources—				
Denmark..	2,334,945	8,865,670	21,491	189,853
United States..	1,803,371	6,122,320	8,645,318	74,536,767
Canada..	243,522	863,139	1,719,736	14,958,349
Beef, frozen—				
Total imports..	3,952,880	6,278,793	7,424,825	35,310,118
Principal sources—				
United States..	1,462	3,119	3,583,549	18,213,746
Argentine Republic	1,955,853	3,085,628	1,852,807	8,541,522
Australia	1,347,474	2,133,951	547,660	1,969,461
Canada..	6,555	11,914	581,298	2,993,604
Beef, salted—				
Total imports..	49,834	111,070	14,682	97,811
Principal sources—				
United States..	46,528	102,269	13,285	88,054
Canada..	1,308	4,805	6	20
Hams—				
Total imports..	854,995	3,068,251	1,554,943	13,028,626
Principal sources—				
United States..	760,567	2,716,004	1,419,008	11,903,181
Canada	90,082	336,695	110,683	926,349
Beef, canned and preserved, other than salted—				
Total imports..	647,938	2,692,443	1,867,653	16,069,557
Principal sources—				
Argentine Republic	168,181	681,175	1,121,190	9,172,489
United States..	10,756	94,042	223,135	2,225,673
Uruguay..	145,753	840,504	365,835	3,217,108
Australia	299,681	949,153	68,954	703,671
Canada..	2,173	5,678	13,593	171,829
Meat, unenumerated, frozen—				
Total imports..	494,742	828,053	690,620	3,322,004
Principal sources—				
Argentine Republic	314,727	455,561	347,272	1,715,109
United States	69,740	155,966	87,896	394,460
Australia..	60,837	118,767	64,641	308,565
Canada..	9,346	11,693	39,210	158,579
Metals—				
Copper, regulus and precipitate—	Tons.		Tons.	
Total imports	39,110	1,449,406	21,013	1,764,331
Principal sources—				
Mexico..	9,637	357,765	.....	—
Cape of Good Hope	9,656	321,520	315	6,065
Spain..	4,322	190,004	8,419	809,433
Canada	1,704	57,110	8,226	634,969
Iron and Steel Wire (including un-insulated electric wire)—				
Total imports	54,391	552,523	20,414	509,785
Principal sources—				
Germany..	36,927	367,616	.....	—
Belgium	12,194	117,787	.....	—
United States	4,221	54,519	18,133	432,724
Canada.. . . . .	.....	.....	2,281	76,880

TABLES SHOWING QUANTITIES, VALUES, ETC., OF IMPORTS INTO UNITED KINGDOM—*Continued.*

	1913.		1918.	
	Quantity. Tons.	Value. £	Quantity. Tons.	Value. £
Metals—Con.				
Wire rods—				
Total imports..	95,196	648,156	20,605	527,446
Principal sources—				
Germany..	60,263	379,085	.....	—
Belgium..	22,740	144,423	.....	—
Sweden	12,123	124,177	2,706	137,117
United States	53	332	15,992	348,267
Canada.. . . . .	.....	.....	1,907	42,062
Wire nails—				
Total imports	50,248	504,191	26,106	1,107,850
Principal sources—				
Belgium..	22,887	235,060	.....	—
Germany..	19,959	196,711	.....	—
United States	6,663	64,696	16,622	677,162
Canada	1	9	9,458	429,257
Metals and Ores—				
Zinc, crude, in cakes—				
Total imports	145,004	3,450,678	64,138	3,293,494
Principal sources—				
Germany..	64,179	1,503,023	.....	—
Belgium..	53,500	1,291,011	4	143
United States.. . . .	4,670	116,282	50,495	2,445,042
Canada..	962	18,514	815	35,363
Methylic Alcohol—	Gal.		Gal.	
Total imports..	618,043	70,175	316,891	173,182
Principal sources—				
United States	298,702	31,327	66,939	34,804
Canada..	162,631	18,951	249,952	138,378
Mica—	Cwts.		Cwts.	
Total imports..	45,028	162,184	72,383	676,515
Principal sources—				
British India	40,178	143,861	66,401	603,348
Canada	1,383	8,957	480	8,900
Milk, condensed, not sweetened—				
Total imports..	50,008	89,984	900,696	3,495,768
Principal sources—				
Norway..	35,782	67,359	257	1,102
Netherlands..	6,200	9,010	.....	—
United States	14	33	833,142	3,236,029
Canada.. . . . .	.....	.....	64,571	244,249
Milk, condensed, sweetened—				
Total imports..	481,435	1,102,517	1,397,870	7,524,130
Principal sources—				
Switzerland..	364,872	902,467	851	6,688
Netherlands..	88,269	184,136	35,365	223,241
United States	7	18	1,151,663	6,185,909
Canada.. . . . .	.....	.....	173,859	905,558
Nickel oxide—				
Total imports..	17,965	90,119	19,573	109,694
Principal sources—				
United States	17,965	90,119	4,231	24,839
Canada.. . . . .	.....	.....	15,342	84,855
Oil, linseed cake—	Tons.		Tons.	
Total imports..	83,679	626,118	8,109	164,411
Principal sources—				
United States..	34,837	185,253	7,909	160,586
Russia..	18,747	146,592	.....	—
Canada..	15,233	112,899	.....	—
Paper, for packing and wrapping—	Cwts.		Cwts.	
Total imports..	4,090,296	2,837,238	709,293	2,421,436
Principal sources—				
Sweden..	1,366,507	875,885	215,809	673,730
Norway..	1,059,005	645,531	460,062	1,576,349
United States..	11,107	19,540	20,619	106,510
Canada..	992	664	1,366	2,721
Paper, for printing or writing, on reels—				
Total imports..	2,628,869	1,466,509	270,565	694,175
Principal sources—				
Norway..	883,102	496,412	104,035	250,310
Sweden..	447,212	257,838	124,193	321,753
United States..	41,418	21,563	35,608	103,347
Newfoundland..	850,123	428,066	4,820	10,780
Canada..	57,686	31,093	1,622	6,900

TABLES SHOWING QUANTITIES, VALUES, ETC., OF IMPORTS INTO UNITED KINGDOM—*Continued.*

	1913.		1918.	
	Quantity. Cwts.	Value. £	Quantity. Cwts.	Value. £
Paper, for printing or writing, not on reels—				
Total imports... ..	1,002,193	877,425	198,032	660,197
Principal sources—				
Norway... ..	348,558	218,822	146,204	479,695
Germany... ..	301,744	286,507	.....	—
Sweden... ..	141,615	93,669	37,126	93,073
United States... ..	45,015	81,094	11,166	45,212
Canada... ..	766	479	613	1,963
Paper, millboard and wood-pulp board—				
Total imports... ..	1,319,078	665,977	288,776	439,174
Principal sources—				
Russia... ..	412,598	167,694	9,196	14,424
Sweden... ..	366,493	188,963	78,017	152,322
Germany... ..	178,098	120,456	.....	—
Norway... ..	63,422	29,952	38,150	78,842
United States... ..	28,136	28,892	20,166	23,561
Canada... ..	225,615	104,161	141,361	166,329
Paper-making materials—	Tons.		Tons.	
Wood-pulp, chemical, dry, bleached—				
Total imports... ..	20,621	221,565	16,007	764,619
Principal sources—				
Norway... ..	12,542	136,477	15,042	721,378
Sweden... ..	2,243	22,597	757	35,748
Canada... ..	267	3,613	.....	—
Wood-pulp, chemical, dry, unbleached—				
Total imports... ..	374,684	3,031,677	220,755	8,414,457
Principal sources—				
Sweden... ..	241,193	1,944,533	97,653	3,334,995
Norway... ..	45,681	377,109	119,059	4,913,746
Canada... ..	.....	.....	1,649	65,511
Wood-pulp, mechanical, wet—				
Total imports... ..	556,987	1,263,769	109,048	1,346,035
Principal sources—				
Norway... ..	311,661	701,179	108,723	1,341,460
Sweden... ..	124,509	280,817	325	4,575
Newfoundland... ..	50,659	123,098	.....	—
Canada... ..	69,090	156,276	.....	—
Perfumery—	Lb.		Lb.	
Total imports... ..	1,580,259	175,653	787,217	204,679
Principal sources—				
United States... ..	777,512	60,215	82,889	7,196
France... ..	588,503	70,672	626,705	127,332
Germany... ..	136,875	17,567	.....	—
Switzerland... ..	4,153	2,077	27,536	51,409
Canada... ..	862	1,010	4,055	7,418
Seeds, flax or linseed—	Qrtrs.		Qrtrs.	
Total imports... ..	3,374,062	7,195,399	1,309,631	8,158,170
Principal sources—				
Argentine Republic... ..	1,126,866	2,398,635	406,452	2,458,836
British India... ..	682,948	1,564,428	870,060	5,115,123
Canada... ..	1,277,673	2,792,955	12,651	245,543
Skins and Furs, unenumerated, undressed—	Number.		Number.	
Total imports... ..	20,577,735	3,809,871	8,940,687	3,193,188
Principal sources—				
United States... ..	10,890,164	2,171,567	5,067,901	1,661,018
Australia... ..	3,515,946	432,897	243,448	40,226
Germany... ..	1,825,096	392,651	.....	—
Canada... ..	1,844,563	468,679	1,362,681	1,063,195
Vegetables, dried—	Cwts.		Cwts.	
Total imports... ..	5,616	11,824	20,202	153,485
Principal sources—				
Germany... ..	2,618	5,702	.....	—
France... ..	869	1,897	551	1,883
Canada... ..	.....	.....	19,464	150,477
Vegetables, canned, with no sweetening matter—				
Total imports... ..	488,889	501,225	280,784	1,216,672
Principal sources—				
Italy... ..	302,602	276,145	140,366	648,198
France... ..	84,248	109,801	53,270	255,067
Canada... ..	.....	.....	28,330	112,460

TABLES SHOWING QUANTITIES, VALUES, ETC., OF IMPORTS INTO UNITED KINGDOM—*Continued.*

	1913.		1918.	
	Quantity.	Value.	Quantity.	Value.
Wood and Timber, hewn, fir, pine and spruce, other than pit props or pit wood—	Loads.	£	Loads.	£
Total imports.. . . .	528,958	1,398,585	14,056	168,230
Principal sources—				
Russia.. . . .	326,240	648,540	.....	—
Germany.. . . .	82,968	299,345	.....	—
United States.. . . .	50,826	224,452	8,077	91,837
Canada.. . . .	7,365	73,236	2,849	32,886
Wood and Timber, unenumerated—				
Total imports.. . . .	97,787	384,578	14,136	182,994
Principal sources—				
Russia.. . . .	48,661	124,463	10,469	127,597
United States.. . . .	13,445	78,112	1,095	17,759
Canada.. . . .	23,005	153,318	2,572	37,638
Wood and timber, sawn or split: fir, pine, spruce—	†	†		
Total imports.. . . .	†	†	1,372,779	18,559,917
Principal sources—				
Sweden.. . . .	.....	.....	734,470	10,065,456
Norway.. . . .	.....	.....	307,944	3,906,575
United States.. . . .	.....	.....	116,478	2,170,568
Canada.. . . .	.....	.....	141,383	1,694,319
Wood and Timber, sawn or split, planed or dressed, unenumerated—				
Total imports.. . . .	.....	.....	37,450	674,998
Principal sources—				
United States.. . . .	.....	.....	8,887	268,326
Canada.. . . .	.....	.....	16,748	226,967
Wood Manufactures, wood ware and wood turnery—				
Total imports.. . . .	*	2,937,172	*	2,065,397
Principal sources—				
United States.. . . .	.....	1,392,568	.....	832,799
Russia.. . . .	.....	806,494	.....	722,860
Sweden.. . . .	.....	85,937	.....	138,962
Canada.. . . .	.....	52,654	.....	77,554
Fruit, canned or bottled in thin syrup, except pineapple—	Cwts.		Cwts.	
Total imports.. . . .	70,766	131,269	37,367	150,039
Principal sources—				
United States.. . . .	58,011	102,749	28,446	100,190
Canada.. . . .	32	112	7,815	45,802
“ in thick syrup (total).	2,632	7,234	2,201	11,621
Principal sources—				
Italy.. . . .	1,421	2,671	.....	—
Australia.. . . .	.....	.....	301	2,222
Canada.. . . .	1	1	1,242	6,383
Cigarettes—	Lb.		Lb.	
Total imports.. . . .	314,391	117,983	3,764,127	847,306
Principal sources—				
Egypt.. . . .	184,473	80,161	189,898	126,953
United States.. . . .	10,352	3,292	2,919,766	549,485
Canada.. . . .	961	280	586,938	151,542
Tobacco, unmanufactured—				
Total imports.. . . .	162,365,925	6,709,082	171,639,313	15,684,275
Principal sources—				
United States.. . . .	142,042,656	5,657,546	162,837,852	14,663,745
New Zealand.. . . .	1,908,851	55,733	4,257,653	362,271
Canada.. . . .	14	1	124,034	16,004

† No figures available for 1913.

* No quantities given.

SUPPLEMENTARY TABLE SHOWING VALUE OF TOTAL IMPORTS, AND CANADA'S SHARE OF CERTAIN ARTICLES IMPORTED INTO THE UNITED KINGDOM DURING THE YEAR 1918, FOR WHICH SEPARATE FIGURES AS REGARDS CANADA ARE NOT PUBLISHED, OF WHICH THE QUANTITY FROM CANADA IS COMPARATIVELY INSIGNIFICANT.

	1918.	
	From Canada.	Total Imports.
Cereals—		
Farinaceous preparations, except arrowroot, cassava powder and tapioca, macaroni, mandioca or tapioca flour, sago and sago meal and flour, semolina, starch, dextrine, farina or potato flour.. . . .	£ 16,873	£154,168,694
Egg yolk and liquid, and albumen.. . . .	378,452	2,804,285
Electrical goods and apparatus, unenumerated.. . . .	9,393	473,894
Clothing, men's and boys'.. . . .	2,095	2,501
“ unenumerated.. . . .	2,965	23,357
Cutlery.. . . .	17,268	149,577
Fish—		
Fresh herrings.. . . .	3,306	650,502
Canned sardines.. . . .	22,972	5,142,532
Not canned, all sorts.. . . .	59,623	2,063,877
Glycerine, distilled.. . . .	2,980	376,937
Hemp, dressed or undressed.. . . .	6,393	12,953,180
Honey.. . . .	33,798	2,702,734
Hats and bonnets, other than felt or straw.. . . .	1,100	86,329
Instruments and apparatus—		
Scientific (other than electrical and cinematograph films), complete.. . . .	1,041	444,548
Parts thereof, including photographic plates and films, and sensitized photographic paper.. . . .	1,482	122,845
Jewellery.. . . .	1,447	26,343
Lamps and lanterns, except electric.. . . .	3,574	7,392
Lard, imitation.. . . .	10,006	185,037
Leather, boots and shoes.. . . .	7,973	263,947
Leather, hides, other than calf skins.. . . .	84,489	6,678,158
Leather, dressed, other than box calf, glaze kid, varnished, japanned, enamelled, morocco and Russia (including imitations).. . . .	9,954	1,053,441
Leather, manufactures of (except boots and shoes and machinery belting)—		
Gloves.. . . .	2,465	533,663
Unenumerated.. . . .	2,495	34,196
Machinery, and parts thereof, prime movers except electrical—		
Agricultural.. . . .	81,477	2,246,285
Unenumerated.. . . .	21,357	169,601
Not being prime movers or electrical machinery—		
Machine tools.. . . .	40,412	3,858,264
Typewriters, complete.. . . .	20,086	198,431
Metals and ores—		
Copper, manufactures of, unenumerated.. . . .	2,477	258,101
Antimony ore.. . . .	704	268,483
Brass manufactures, unenumerated.. . . .	342,051	737,249
Brass, bronze, and metal bronzed or lacquered, manufactures of.. . . .	1,448	59,333
Iron and steel, and manufactures thereof—spiegeleisen, ferro-manganese, and ferro-silicon.. . . .	350,133	1,182,095
Tubes, pipes and fittings, wrought.. . . .	3,968	96,312
Wire, including uninsulated electric wire.. . . .	76,844	509,785
Nails (other than wire nails) screws and rivets.. . . .	2,274	38,365
Bolts and nuts.. . . .	1,109	70,133
Steel, in bars, angles and shapes, other than girders, joists, etc.. . . .	32,874	741,211
Zinc, crude, in cakes.. . . .	35,363	3,293,494
Ores, unenumerated.. . . .	60	3,457,041
Metal, unenumerated, unwrought.. . . .	1,794,546	4,157,964
Other sorts.. . . .	11,111	181,031
Milk powder.. . . .	33,683	577,956
Motor cars, tires and tubes and parts and accessories thereof.. . . .	15,755	602,645
Paraffin wax.. . . .	2,301	3,343,187
Printed matter, books, etc.. . . .	1,212	126,912
Potash compounds, other than saltpetre.. . . .	9,023	450,057
Potato flour, or farina.. . . .	2,446	3,827,143
Sauces or condiments, unenumerated, not sweetened.. . . .	1,270	42,482
Spices, ginger.. . . .	1,000	350,460
Skins and furs, seal skins, undressed.. . . .	173	39,121
“ “ undressed rabbit skins.. . . .	16,184	58,183

SUPPLEMENTARY TABLE SHOWING TOTAL VALUE OF IMPORTS, ETC.—*Continued.*

	1918.	
	From Canada.	Total Imports.
Soda compounds, other than soda ash, bicarbonate, caustic, crystals...	1,643	412,007
Toys and games...	1,314	447,439
Vehicles, complete...	3,807	4,056
Wood and timber, hewn, oak...	400	382,563
“ “ staves, of all dimensions...	7,551	680,049
“ “ furniture woods, mahogany...	6,331	765,945
Woollen and worsted manufactures—		
Hosiery, other than stockings and socks...	2,332	5,848
Unenumerated...	2,585	37,528
Woollen rags, not pulled...	21,360	788,114
Confectionery—		
Hard, including sugared almonds...	10,666	105,012
Soft...	67,916	407,326
Marmalade, jams or fruit jellies...	3,711	375,661
Cigars...	1,524	1,623,072

CONDITION OF THE EGG MARKET IN THE MANCHESTER DISTRICT.

TRADE COMMISSIONER J. E. RAY.

Manchester, September 26, 1919.—Inquiries presented to importers of eggs in this district have brought forth a variety of views regarding the future demand. Large quantities of Irish eggs have been placed on the market during the last few weeks; nevertheless, high prices continue. New-laid eggs have advanced from 9 cents each a month ago to 12 and 13 cents each to-day. Some egg merchants are not at all anxious to risk a reduction of prices by importing heavily; on the other hand, a number of them are wise enough to see that the consumer is by no means a negligible influence upon prices. It is realized that eggs may reach a price at which consumers will refuse to purchase, or at any rate will reduce their purchases to a minimum. Fortunately for all vendors there appears to be plenty of money in circulation, and even abnormally high-priced commodities find ready buyers. Already consumers in this district are submitting to the fixed winter milk price of 25 cents per quart, compared with 10 cents in pre-war days, and it is thought in some quarters that they may insist on having new-laid eggs for breakfast even if the price should reach 18 cents each (as is predicted), compared with 3 cents in pre-war days.

CHANGES IN SOURCE OF SUPPLY.

Before the outbreak of war Great Britain used to rely upon Russia for more than 50 per cent of her egg imports. In 1913, purchases from the latter source were 11,453,277 great hundreds; but these fell to 58,845 great hundreds in 1917. Buyers were naturally compelled to turn their attention elsewhere. Quite apart from lack of adequate transportation facilities, however, there were few countries in a position to contribute effectively towards the making good of the Russian deficiency. The only sources of supply successfully appealed to were the United States, which country increased its sales from 5,869 great hundreds in 1913 to 779,716 great hundreds in 1916 (the figures fell to 349,339 in 1917), and Canada, which increased its sales from 1,950 great hundreds in 1913 to 1,431,778 in 1916, the figures falling in 1917 to 672,701 great hundreds.

Some idea of the shortage of eggs in Great Britain and the consequent high prices ruling may be gathered from the fact that the total imports of 21,579,950 great hundreds in 1913 fell to 4,922,402 great hundreds in 1917.

MARKET FOR EGG YOLK AND LIQUID, AND ALBUMEN.

The largest importer in Manchester of egg yolk and liquid called at this office to-day to ascertain whether Canada was in a position to export these commodities. Apparently one of the obstacles preventing the development of this trade with Canada

is of a legal character, namely, restrictions on the use of preservatives. At least 2 per cent of boric acid is necessary to maintain the liquid eggs in a fresh condition, it would seem. If this be the real obstacle, and it can be surmounted, a good trade with Great Britain can be established. The liquid eggs are usually packed in 40- and 42-pound tins, two tins to the case; the tins must be hermetically sealed. Best prices are obtainable from October to March.

The total imports in 1915 were valued at \$4,250,000, and in 1917 at \$5,300,000. China is the main source of supply, and fairly large quantities are imported from the United States.

EXPORT CREDITS FROM THE UNITED KINGDOM FOR THE NEW STATES OF EUROPE.

The following announcement by the Board of Trade, dated September 25, embodies a previous announcement on the subject of the export credits scheme, published on September 5 (see *Weekly Bulletin* 816, page 582), together with certain alterations and additions bringing that announcement up to date:—

The Government are prepared through the Export Credits Department of the Board of Trade, 10 Basinghall street, E.C. 2, to consider applications for advances up to 80 per cent of the cost of the goods to the seller (including freight and insurance and the commission paid to the department by the seller), in respect of exports to Finland, the Baltic Provinces (Latvia, Esthonia and Lithuania), Poland, Czechoslovakia, Yugoslavia, the areas in Russia to which the scheme for insurance against abnormal commercial risks applies. Any variations which may be made from time to time in the countries to which the scheme relates will be announced.

Advances will be made subject to the following conditions:—

1. The bills of lading are to be surrendered to the purchaser against his acceptance of a bill of exchange in sterling drawn by the seller for the full amount of the invoice at a tenor conforming to the agreed length of credit and against the deposit by the acceptor of security (see the next paragraph). The Government will release the drawer from any recourse against him for the amount of the advances made except in the case of misrepresentation by such drawer.

2. The purchaser must agree to take up the bills of lading against a deposit of currency which, calculated on the basis of the market exchanges, will be the equivalent of the amount of the draft plus a margin (usually 15 per cent), which value will have to be maintained. This deposit must be made with the department's agents in the country of purchase and will be held as security for the due payment of the bill of exchange. The relative insurance policies will be retained as additional security.

3. The department will consider proposals for the deposit of produce or securities instead of currency, and in certain cases for the deposit of fixed amounts of currency.

4. When the advance is needed, the shipping documents must be accompanied by a letter of guarantee from an approved bank of the country of purchase or elsewhere, stating that the bill of exchange will be accepted and the deposit of security made upon the first presentation of the documents to the buyer, and undertaking that the value of such security will be maintained. Applications accompanied by a banker's guarantee of sterling payment of the bill at maturity will receive preferential consideration.

5. For the convenience of exporters the department is prepared to receive applications, and if so decided, provisionally to sanction advances prior to the shipment of the goods. In such cases a limit of time must be stated within which the shipping documents, etc., will be produced and the advance taken.

6. The advance made by the department will be a first charge upon the proceeds of the bill and security, but, if such proceeds are less than the cost (including freight, insurance and commission paid by the seller to the department), the loss represented

by the difference will be shared between the department and the drawer of the bill, the share of the department being in the proportion which the advance bears to the amount of such cost, freight, insurance and commission.

7. The credits will be granted for such periods as the department may determine in each case at the time of application for the advance.

8. Advances will not be made for the export of raw materials or of surplus Government stores and preference will be given to the finance of goods where the larger part of the cost is due to manufacture in this country.

9. All applications must be passed to the department by the bankers of the seller, whose recommendation must be attached.

10. After collection of an amount equal to the cost (including freight, insurance, and the commission paid to the department by the seller), the bill of exchange and any relative security will be transferred to the seller if payment of the full amount has not been made.

11. At any time after the maturity of the bill or after any default the department will be entitled to close a transaction and transfer the bill of exchange and relative security to the seller who will bear his proportion, as indicated above, of any loss incurred.

12. Interest will be calculated at the rate of 1 per cent above the Bank of England rate, from time to time, ruling with a minimum of 6 per cent per annum, and will be payable by the purchaser in accordance with clauses to be inserted in the bill of exchange. The purchaser must agree to increase at the end of each six months the security deposited so as to cover the amount of each interest.

Commission to defray the expenses of the department and to form a fund to meet any losses will be payable by the seller at the time the advance is taken. He may, however, include this commission in his invoice and add same to the amount of his cost, freight and insurance when calculating the amount of the advance.

The rates will not be less than 3 per cent the first year, 4 per cent for the second year, 5 per cent for the third year; but in the event of the bill of exchange being paid before maturity, proportionate rebate will be allowed to the purchaser. In no case, however, will the charge be reduced below 2 per cent.

13. The conditions set out above may be modified at any time or in special cases.

Forms for use by applicants, and copies of this announcement can be obtained from the Export Credits Department, 10 Basinghall street, London, E.C. 2.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

B. S. Webb, Buenos Aires..	Has left Canada for Argentina.
D. H. Ross, Melbourne..	Now travelling in Ontario.
W. A. Beddoe, Auckland..	Now travelling in Ontario.
W. J. Egan, Cape Town..	Now travelling in Ontario.
Harrison Watson, London..	Has visited Western Canada, is now in Montreal and will go through Ontario and the Maritime Provinces later on.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

MANIFESTS FOR SHIP STORES IN ARGENTINA.

A cablegram from Consul General Robertson, Buenos Aires, October 2, 1919, published in the United States *Commerce Reports*, states that the Argentine law demands that ship stores and all other ship's stores be manifested in detail with accurate number, quantity, or weight. If this is not done, they will be liable to heavy fines and confiscation.

MARKET FOR PHOSPHATE, FELDSPAR, AND PYRITES IN THE UNITED KINGDOM.

In response to inquiries, Mr. J. Forsyth Smith, Trade Commissioner in Liverpool, writes as follows under date September 30:—

I have discussed the market prospects for Canadian feldspar, phosphate and pyrites, with some of the principal mineral brokers in Liverpool, and have obtained the following information.

PHOSPHATE.

Phosphate is imported normally into this country in the crude state, in quantities of about 450,000 tons annually, mainly from the southern United States. Algeria also exports a very good grade of phosphate. A satisfactory outlet for the Canadian product would depend altogether upon quality and price. It is emphasized that this is a cheap product, so that cheap freight is important. It is pointed out also that the American product comes over in cargo lots, which gives it the advantage of the best rates.

Before the war, phosphate was delivered in Liverpool at 4½d. per unit per ton, which, on the basis of 70 units, represents 26s., the freight being 11s. per ton, and the f.o.b. value therefore 15s. At the present time it is estimated that the freight may be as high as 80s. per ton.

During the war the Government bought all supplies of phosphate, their price to the manufacturers of superphosphate being 1s. 4½d. a unit, which on the same basis as above, would be about £4 16s. per ton. The Government of course were able to arrange reduced rates for freight, and also subsidized the manufacturers of superphosphate to enable them to sell at controlled prices for agricultural purposes. This subsidy has now been withdrawn.

FELDSPAR.

Feldspar is imported largely from Norway, which would probably have a decided advantage in transportation costs. It is imported from Norway crude or in the ground state, and the present price is stated to be £5 per ton for the crude, and about £10 per ton for the ground, delivered here. Much would depend upon grades, and the possibility of competitive prices.

PYRITES.

I have not been able to find much interest in the possibility of importing pyrites from Canada, especially in view of the indefinite information as to grade and composition.

The following are the statistics of imports of pyrites of iron and copper into this country, from 1913 to 1917:—

Quantities (Tons).

	1913.	1914.	1915.	1916.	1917.
Norway..	£133,925	£106,672	£ 78,281	£ 24,639	£ 49,960
France..	30	2,056	9,700	7,422	—
Portugal..	75,993	73,219	59,143	83,506	31,096
Spain...	559,910	604,367	751,978	819,465	772,585
Italy...	1,500	7,557	.....	11,923	600
Other foreign countries..	827	1,100	4,365	3,041	—
Total..	£772,185	£794,971	£903,467	£949,996	£854,241
Newfoundland and coast of Labrador.	£9,526	£8,168	.....	.....	—
Other British possessions.	.....	10	.....	.....	—
Total from British possessions	£9,526	£8,178	.....	.....	—
Total..	£781,711	£803,149	£903,467	£949,996	£845,241

Value.

	1913.	1914.	1915.	1916.	1917.
Norway	£ 230,865	£ 168,345	£ 125,244	£ 56,214	£ 159,421
France	45	1,042	11,399	11,228	—
Portugal	103,947	100,446	98,769	228,768	96,795
Spain	1,005,168	1,025,172	1,325,760	1,880,795	2,077,340
Italy	3,000	9,467	.....	30,031	4,470
Other foreign countries..	2,067	1,350	6,592	6,055	—
Total from foreign countries	£1,345,092	£1,305,822	£1,567,784	£2,213,091	£2,338,026
Newfoundland and coast of Labrador	£18,690	£14,260	.....	.....	—
Other British possessions.	.....	32	.....	.....	—
Total from British possessions.	£18,690	£14,292	.....	.....	—
Total	£1,363,782	£1,320,114	£1,567,784	£2,213,091	£2,338,026

The total imports for 1918 were 165,534 tons, valued at £2,719,719.

The names and addresses of firms interested in the Liverpool district, to whom samples, analyses and quotations might be sent, may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, quoting file No. 22333.

LEGAL CONTROL OF BANKS IN GREAT BRITAIN.

(*Trade Commissioner Henry F. Grady, London, in United States Commerce Reports.*)

British banks have been subject to practically no Government regulation except the purely war ordinances, which have been in effect since 1914. Normally there are almost no legal controls. The banks with the privilege of note issue, such as the Bank of England and the Scotch and Irish banks exercising this privilege, are subject, of course, to regulations as to the quantity of notes that can be put in circulation, and the joint-stock banks whose organization was authorized under the parliamentary acts of 1826, 1833, and 1844 are permitted to conduct a general banking business without the right of note issue; but any machinery for governmental inspection and control such as has been established in the United States for the national banks through the Comptroller of the Currency and for the State banks under the State banking commissions is utterly unknown in Great Britain. There was recently proposed in Parliament a bill governing consolidation of banks and containing certain provisions against interlocking directorates, but this bill has not become a law as yet; if it does it will be the first effort at establishing control from without on the activities of banks.

ADMINISTRATIVE POLICY OF THE "BIG FIVE."

"The Big Five" banks control about 70 per cent of the banking business of the United Kingdom, and have 5,645 branches in London and throughout the provinces. These banks may establish branches wherever they wish and may consolidate with other banks without any governmental permission whatsoever. In establishing branches in foreign countries they are subject only to the laws and restrictions of those foreign countries. In a word, banking consolidations and ramifications of any kind are absolutely free in Great Britain. Such restrictions as have been established on new capital issues and gold exports have been presumably war measures and are expected to be removed as soon as the country reaches a peace footing.

"The Big Five" joint-stock banks have their own system of inspection and examination, sending men to visit the branches at least every eighteen months and occa-

sionally more often, and the branches are very thoroughly controlled from the head office. No loans are placed in the provinces or in any of the branch banks in London itself without the approval of the head office. No exchange business is done except from the main office or through the authority of the main office. There is a complete record in the main office of the branch clients' accounts, and while the local manager is expected to make recommendations, and does so with success because of his intimate contact with the business interests in his district, all the accounts of every branch bank are under the scrutiny of officials in the head office.

THE FOREIGN-OFFICE-MANAGER PROBLEM.

Where the bank has branches abroad this type of supervision is naturally more difficult. This is one of the principal arguments against branch banking abroad which was outlined to me by the late Sir Edward Holden, chairman of the London Joint City and Midland Bank, in a discussion which I had with him on the subject of foreign banking policy. Banks which have many foreign branches, however, tell me that they have experienced no serious difficulty in controlling their foreign branches, because they take great care in securing managers upon whom they can place great reliance and who follow closely the policies worked out by the general managers in the London office. However, complete records of all the accounts of the foreign branches are kept in London, and the accounts are very carefully scrutinized by managers in touch with the conditions in the particular country where the branch is established.

One of the officials of a British bank with a large number of South American branches said that he thought the United States would be greatly handicapped by the lack of that which has been the great strength of British foreign banking, namely, directing-staff members who have had extensive foreign experience themselves, and who have come to high positions in the home office through promotion from foreign branches. Experience with the customs and laws of these foreign countries is something which takes time to acquire, and it can be learned only by long residence there. One of these managers cited an instance of how his bank had taken a loss on a purchased commercial bill which ran into a considerable sum because the law in the South American country where the branch was established did not hold the broker from whom the bill had been purchased liable. This, he said, was one instance of what is occurring continually, and if the manager is not thoroughly versed in the commercial law of the country where the bank is established heavy losses will be taken.

CONSERVATIVE BANKING ATTITUDE A SAFEGUARD.

The British public is protected in its dealings with banks by the long-established traditions of conservative banking practice and the sense of responsibility to British trade and industry on the part of the heads and boards of directors of these institutions. The development of this country has been slow and sure. Speculation in land and non-liquid assets has not been a temptation to banks as it has been in certain epochs in America. Losses and bank failures have been extremely rare, and all that governmental control aims to do in America has been accomplished here without any control whatsoever.

RESUMPTION OF PERMITS FOR IMPORTATION OF LIVE STOCK FROM THE UNITED KINGDOM.

With reference to the announcement made on August 14 (see *Weekly Bulletin* 812, page 383), that permits for the importation of cattle, sheep, other ruminants and swine from the United Kingdom, owing to an outbreak of foot and mouth disease, were cancelled, the Department of Agriculture intimates that the issue of permits for the importation of the above-mentioned animals was resumed as from October 20.

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool:—

"Glasgow, October 14.—Nearly 2,000 barrels Ontario apples ex ss. *Cassandra* generally excellent; some Greenings (289 barrels) all grades spotted not sold. No. 1 Cranberry, Ribstons, Fallawater, Stark and Baldwins sold at maximum (67s. 8d.); Cranberry No. 2's 60s. to 67s., Domestic 67s. 8d., No. 3's 53s. to 58s.; Peewaukee No. 1's 66s. to 67s., No. 2's 60s. to 67s., Domestic 60s. to 67s., No. 3's 50s. to 51s.; Baldwins No. 2's 67s. 8d., Domestic 65s., No. 3's 54s.; Kings, all grades, sold at maximum. Greenings No. 1's best 65s. to 67s. 8d.; others 55s., No. 3's 45s. to 48s. Snows No. 2's best maximum, others 50s. Domestic 54s. to 55s., No. 3's 67s. Ganos, Domestic and No. 3's maximum. Maine Baldwins in bushel boxes 24s."

"Manchester, October 16.—Four thousand three hundred barrels Nova Scotian ex ss. *Manchester Brigade*, condition generally good except softer varieties in Domestic grade. Gravensteins No. 1's 55s. to 58s., No. 2's 52s. to 54s., Domestic best 40s. to 46s., others 31s. 6d., No. 3's 40s. Ribstons No. 1's 40s. to 44s., No. 2's 35s. to 38s., Domestic 33s. to 39s. No. 3's 25s. to 39s. Blenheims No. 1's 52s. to 57s., No. 2's 41s. to 45s., Domestic 36s. to 40s., No. 3's 31s. to 35s. Kings No. 1's 60s. to 67s. 8d., (invoiced at 6d. per pound actual weight as do not weigh out 130 pounds net), No. 2's 60s. Domestic 57s. Wolf River No. 1's 53s. to 58s. Domestic 44s. to 48s. Wealthy No. 1's 57s., No. 2 52s., Domestic 33s. 6d., No. 3's 30s. to 34s."

"London, October 16.—Car of B.C. Cox's oranges ex ss. *Montezuma*, very badly pitted with waste developing, few, small sizes, 15s., bulk 6s. 8d."

"Liverpool, October 17.—A few Virginian York Imperials sold at maximum, others at 60s. to 64s."

"Manchester, October 21.—Four thousand six hundred barrels Nova Scotian apples ex ss. *Manchester Brigade* (inferior to those from same ship sold on 16th, a large number slack), sold at auction. Blenheim No. 1's, best 53s. to 58s., others 40s. to 47s., No. 2's, best 51s. to 57s., others 34s. to 37s., Domestic 30s. to 32s., No. 3's 24s. to 27s.; Kings, No. 1 53s. to 58s., No. 2's 47s., Domestic 48s.; Ribstons 33s. to 40s., No. 2's 24s. to 31s., Domestic 21s. to 26s., No. 3's 21s. Car Ontario apples ex ss. *Manchester Corporation*, excellent condition. Fallawaters No. 1's maximum (37s. 8d.); Greenings No. 1, 61s.; Ribstons No. 1's, 45s. 2,560 boxes B.C. Cox's Orange and Wealthies ex ss. *Manchester Corporation* and *Manchester Brigade*, excellent condition, few largest sizes 19s. 9d., others maximum (20s. 10d.)."

OUTPORT OF PHOENIX, B.C., CLOSED.

An Order in Council was passed on the 10th October, 1919, closing the customs outport at Phoenix, B.C., business having been discontinued at the stores, hotels and other premises at Phoenix. (See Memorandum of Customs No. 2342-B.)

CHANGES IN FRENCH "CO-EFFICIENTS OF INCREASE."

With reference to the notice under this heading, which appeared in *Bulletin* 818 (page 674), it should be noted that the "minimum" tariff rate of duty on cardboard, in sheets and plates, weighing at least 350 grammes per square metre rough (including strawboard) under Tariff No. 462, is 10 francs per 100 kilogrammes, and not 30 francs as quoted in the notice.

The actual rate of duty applicable to such board under the decree of the 28th August is at present 25 francs per 100 kilogrammes.

IMPORT AND EXPORT REGULATIONS IN GERMANY.

(The British Commercial Commissioner in Berlin, in British Board of Trade Journal.)

According to the press, the German Government has laid down the following principles with regard to imports into and exports from Germany.

IMPORTS.

As far as imports are concerned, general prohibition is to remain in force, but lists of free imports will be drawn up. All raw materials which are urgently required for German industry are to be admitted without license, the import of half-finished goods is to remain under control, while that of finished articles will be regulated according to requirements in each case.

EXPORTS.

Export is to be free, generally speaking, but special regulations and prohibitions are to be issued for certain goods which will be arranged in groups. The export of finished articles is to be free in principle; half-finished goods are to be subject to special regulations, if they are needed by German industry for finishing purposes and if there is any doubt about the supply being able to meet the demand; the export of raw material is only to be allowed in exceptional cases. The Commissioner for Imports and Exports will draw up lists of prohibited half-finished goods and raw materials in co-operation with the trades concerned.

Delegates nominated by the Commissioner for Imports and Exports will decide, in the name of the latter, as far as their areas are concerned. The Foreign Trade Departments which were formed earlier in the year by certain industries, are to decide questions of import and export only if the whole of the trade concerned wishes that they should do so.

(Cablegram from Commercial Attaché Edwards, The Hague, in United States Commerce Reports.)

All German imports and exports are subject to individual licenses issued on behalf of the Minister of Economics by the Commissioner for Import and Export Licenses. The principles governing the issue of licenses are constantly changing and almost all applications are being decided on individual merits. The object of the system is to secure suitable prices and credits, and to prevent the influx of manufactured and luxury articles, and the outflow of needed raw materials and half-manufactured goods.

The new law against the outflow of capital went into effect September 18, 1919. It provides that banks must keep records of all remittances and transfers to foreign countries, except where it is for the bank's own account or on behalf of a foreign client. Subject to this provision all German foreign exchange transactions are now free, as the regulations for foreign exchange were cancelled September 12, 1919. The export of bank notes is, however, still subject to license of the Reichsbank, which apparently decides each application on individual merits.

BRUSSELS SAMPLE FAIR, 1920.

The Agent-General of the Province of Quebec at Brussels, writes as follows:—

The Brussels Sample Fair will be held from the 4th to the 21st of April, 1920.

Belgians expect the Canadian manufacturers and exporters will attend this fair with their samples. They are anxious to see closer relations between our two countries.

The entries can be made not later than January 15.

The following are the prices of the stands: Covered stands 4 by 3 yards, 600 francs; open stands, 25 francs per square yard.

Each firm will have to pay a fee of 5 francs for its registration in the official catalogue.

CONDITION OF THE GLASS INDUSTRY IN BELGIUM.

Mr. Godfrey Langlois, Agent General of the province of Quebec in Brussels, writes under date September 24 regarding the condition of the glass industry in Belgium:—

It ought to be of interest to Canadian traders to know in what state of affairs the war has left the glass market in Belgium.

Canada pre-war was ranking third with Holland among the best customers of Belgium for glass—Great Britain and Japan being the largest consumers. Canada imported in:—

1911..	19,401,000 kilos of glass.
1912..	18,892,000 “ “
1913..	15,633,498 “ “

Thirty furnaces (fours) were then working and 95 per cent of their production was available for exportation.

At the present time, seventeen furnaces (fours) only are in working order after much hardship, with a production of 25 million feet.

As a consequence of German destruction in this country, Belgium's consumption is much higher than before the war; it is estimated that 10,000,000 feet only will be available for exportation.

On the other hand, for the same reasons, France, who previously manufactured her own glass, and whose demand is enormous, will for this year at least import a great part of the glass available.

The Belgian Government has just put an end to the license policy by an order in council of the 17th of September last.

The prices of glass have become from five to six times higher than those obtaining before the war on account of higher wages and the rise of raw material as well as expensive transportation.

Here are the prices quoted for Canada, by the “Association des Maitres de Verrieres,” F.O.B. Antwerp:—

	4th Simple.		3rd Simple.	
	Per packages of 100.	Per packages of 50.	Per packages of 100.	Per packages of 50.
Up to 25"	\$51 00	\$27 00	\$ 55 00	\$29 50
26-40"	66 00	34 50	72 50	38 00
41-50"	73 00	38 50	80 00	41 75
51-60"	76 00	40 50	83 50	44 50
61-70"	79 00	42 50	87 00	46 50
71-80"	84 00	45 50	92 00	49 00
81-85"	89 00	48 00	97 50	51 50
86-90"	94 00	50 50	103 00	55 00

Payment cash on delivery without discount.

Following are the glass manufactories which are working at the present time with the number of furnaces (fours) they are able to put in working order:—

Sté. Ame des Verreries de Jemappes, Jemappes, 1 furnace.

Verreries de Binche, Binche, 1 furnace.

Sté. Ame des Verreries de Mariemont, Haine St.-Pierre, 1 furnace.

Verrerie Goffe & Fils, Lodelinsart, 1 furnace.

Verrerie Desgain Frères, Lodelinsart, 1 furnace.

Verrerie du Long Bois (Mr. Chausteur), Gilly, 1 furnace.

Verrerie D. Jonet, Charleroi, Nord, 1 furnace.

Verrerie Henri Lambert & Co., Rue Pige, au Croly, Charleroi, 1 furnace.

Verreries de Jumet, Jumet, 1 furnace.

Verreries des Hamendes (L. Lambert), Jumet, 1 furnace.

Verreries Belges, Jumet, 1 furnace.

Verreries des Piges (A. Missone), Dampremy, 1 furnace.
Verreries Gobbe, Hocquemillers, Lodelinsart, 1 furnace.
Verrerie de la Marine, Jumet, 1 furnace.
Verreries de la Paix, Lodelinsart, 1 furnace.
Bennert & Bivort & Courcelles Réunies, Jumet, 2 furnaces.

THE MARKET FOR WOODENWARE IN CUBA.

In response to inquires the Acting Trade Commissioner in Havana, Cuba, writes as follows under date September 22, respecting the market for small woodenware in Cuba:—

Wholesale druggists in Havana state that wooden containers for pharmaceutical products are now being used on account of the scarcity of tinned iron. They state that most of these goods are bought from the United States, but think that Canada could compete in this market. Different sizes of wooden pill-boxes are used, but not for pills but for different kinds of ointments. Pills for the most part are put up in cardboard boxes, as these are much cheaper. They also make a quantity of wooden bottles for putting up homeopathic remedies and for sending fragile articles by mail.

Large quantities of handles for carrying parcels are also used. They are made with a round piece of wood for the hand, wire put through and doubled down with a hook at each end to fasten on the parcel. Many dealers have their firm name and some kind of small advertisement stamped on these wooden handles, which they say they would require to have done where they are manufactured.

There is a large market here for broom handles, also handles for different kinds of tools, such as pick-axes, axes, hammers, etc.

There is a limited quantity of wooden faucets for wine and beer barrels used here.

As regards floats for fishing nets, I have interviewed two companies which have practically a monopoly of the fishing industry of Cuba. They state that all the fish are caught with the hook and line except a small amount on the south coast, where they use traps. No nets whatever are used. They say that some time ago they bought two outfits of trawlers and nets complete, but after a trial this system was given up.

Hubs for carts are manufactured from native woods. Some of the native woods are very hard and suitable for this purpose.

THE LYONS FAIRS.

(British Board of Trade Journal.)

In a recent summary of the autumn and spring Lyons Fairs, the results of the first four Fairs, 1916-1919, are shown as follows:—

	No. of Competitors.	Volume of Business done, Francs.
1916.	1,342	95,000,000
(French 1,200, Allies and Neutrals 142.)		
1917.	2,614	410,000,000
(French 2,073, Allies and Neutrals 541.)		
1918.	3,182	750,000,000
(French 2,346, Allies 689, Neutrals 147.)		
1919.	4,684	800,000,000
(French 3,194, Allies 1,242, Neutrals 248.)		

The Fair takes place twice a year—March 1-15 and October 1-15.

WAR MEASURES—RESTRICTED IMPORTS.

Regulations Further Amended.

Memorandum of the Department of Customs, No. 2343-B, issued on October 20, reads as follows:—

Memo. 2333-B in the above matter is hereby cancelled, and the following regulations are issued in lieu thereof:—

REGULATIONS.

1. Individual licenses, for which applications should be addressed to the Canadian Wheat Board, Winnipeg, shall be required for the importation of the following, namely:—

Wheat.

Wheat products (except bread, for the importation of which a general license has been granted by the Canadian Wheat Board).

2. Individual licenses, for which application should be addressed to the Canadian Trade Commission, Ottawa, shall be required for the importation of the following, namely:—

Sugars, raw and refined.

3. In respect of all other restricted imports under the War Measures Act which come under the approval of the Canadian Trade Commission for license, that commission has approved a general license permitting the importation *from all countries*, and collectors of customs in Canada are hereby instructed to accept customs entries for such imports without further license.

NOTE.—The above regulations do not apply to importations otherwise specially provided for, as for instance:—

Firearms—Memo. 2145-B.

Oleomargarine—Memo. 2227-B.

Russian rouble notes—Memo. 2282-B.

Liquors—Memo. 2289½-B.

Opium and cocaine—Memo. 2315-B.

DENIAL OF RUMOURS OF CONFISCATION IN SOUTHERN RUSSIA.

The Russian Consul General in Montreal has received a copy of a letter from the Chief of the General Staff of the Military Administration of Southern Russia to the Chief of the Administration of Foreign Affairs of Southern Russia, which has been translated as follows: "According to my information, different maliciously interested parties and speculators in Constantinople, in order to maintain artificially the lack of goods and to create in Southern Russia economical and supplying difficulties, are spreading rumours that the authorities are confiscating and commandeering all goods of first necessity (sugar, tea, manufactured articles, etc.) imported in the territory of the armies of Southern Russia. I beg to communicate you, for informing as fully as possible through Mr. Serafimov and other representatives, all interested parties that such rumours are of malicious origin. There is no State monopoly whatever; the authorities do not confiscate nor commandeer any goods the importation of which is not prohibited. With regard to the examination of the goods by the customs officers, necessary steps are being taken with a view to simplifying as far as possible all clearance formalities and of avoiding detention of goods in the customs house."

CUSTOMS AND EXCISE DUTIES IN RUSSIA.

The following letter giving certain changes in the customs and excise duties in Russia, has been received from Mr. H. Zaniewski, Vice-Consul for Russia at Montreal:—

According to a telegram received by the Russian Embassy at Washington, D.C., through the Russian Ministry for Foreign Affairs at Omsk from the Department of Customs, a copy of which has been transmitted to this Consulate, there have been the following changes in the customs duties and excise duties for goods imported into Russia:—

Customs duties for goods imported according to the general tariff of customs have been increased from 1918 only, according to paragraph 20 of Commerce, on tea, viz., by law passed on November 1, 1918 (the law code, chapter 2nd). The customs duty of 40 roubles per pood (40 Russian pounds) was fixed on the following kinds of tea imported through all Asiatic customs of Russia: Black tea, green tea, yellow tea, bohea tea. For payment of customs duty are accepted, besides coin, bank notes and paper money (short bonds of the State Treasury) which have currency on the territory of the Russian Government, according to their nominal value.

The following imported goods are subject not only to customs duties, but also to excise duties: Tea (the law of May 26, 1919, paragraph 371, and the decree of the Ministry for Finance of June 25, 1919, "The News of the Government," No. 166 and 172); sugar—State monopoly (the law of September 14, 1917). In connection with this a supplementary duty on candies, etc. (the law of March 20, 1919); tobacco and tobacco products (the law of September 26, 1917, paragraph 2034); cigarette paper and cigarette tubes (law April 3, 1919, paragraph 247); wines made of grapes, fruits and berries; pressed yeast, matches (the law of July 27, 1918, law code, paragraph 52); naphtha and its products (the law May 12, 1919, the "News of the Government," No. 149).

EXPORT DUTIES ON HIDES IN BRITISH INDIA.

In amplification of the report quoted in the last number of the *Weekly Bulletin* (page 769), announcing the imposition of an export duty of 15 per cent on Indian hides and skins with a 10 per cent rebate for shipments to destinations within the British Empire, a letter has come in from Mr. C. G. Venus, Acting Canadian Trade Commissioner in London, England, briefly summarizing in a cable received by the Indian Trade Commissioner the terms of the export duty on hides, as follows:—

"Hides duty is ad valorem with tariff valuations. Contracts made before September 11 exempt. Rebate granted on exporter furnishing bond for payment of remainder of duty if guarantee is not produced within six months, from some hides associations or Government official certifying that hides have been delivered to some tanner for tanning within the Empire. Such associations and officials will be designated shortly."

OBJECTIONABLE BRAZILIAN CONSULAR INVOICE REVOKED.

The *British Board of Trade Journal* of October 2 announces that the Board of Trade are in receipt of telegraphic information from H.M. Commercial Secretary at Rio de Janeiro to the effect that the regulations laid down in article 120 of the Brazilian Budget Law of 1919, respecting the specification of goods in consular invoices (see *Weekly Bulletin* No. 815, page 546, and No. 817, page 631), have been prorogued indefinitely.

NEW TRADE MARK LAW IN THE REPUBLIC OF HONDURAS.

The Honduran *Official Gazette* of June 9 publishes the text of a new Trade Mark Law to operate as from August 1, 1919. It defines a trade mark as "any sign, emblem or special name that traders or industrialists may adopt on their articles or products, to distinguish them from those of other industrialists or traders manufacturing or doing business in articles of the same kind." The marks may be placed on cases or packings or on the objects themselves which they serve to distinguish.

Permission will not be granted for the registration of (a) marks identical or similar to others already registered in favour of other persons; (b) arms, emblems or stamps used by the Government, municipalities or any public body, whether national or foreign; (c) simple generic or geographical names, or names of persons or objects, unless accompanied by drawings or phrases illustrating them; (d) names or portraits of living persons, without their consent; (e) any sign or word offensive to morality or which, in the judgment of the Chief of the Patent and Trade Marks office or of the secretary of "Fomento," caricatures corporations or persons.

To obtain exclusive right to the use of a trade mark it is necessary to have it registered in the Patent and Trade Marks Office (*Oficina de Patentes y Marcas*) under the conditions laid down in this law. Application must be made on stamped paper, giving the name, address and profession of the applicant; name and situation of the factory and head offices; complete detailed description of the mark and its purpose; if it has been registered before in other countries, in what office, under what number, and on what date; the character of the mark and the name of the products to which it is to be applied and in what form. The application must be accompanied by (a) power of attorney if the applicant is not presenting it in his own interests; (b) the agency contract; (c) a stereotype or electrotype of the mark; (d) ten copies of the same. In the case of foreign applicants the power of attorney must be accompanied by an attestation of the mark if the latter has been previously registered in a foreign country. Both documents must be legalized in the country of origin and authenticated by the Counsel of Honduras resident therein.

The registration fee is fixed at 50 pesos silver for a single mark, valid for ten years.

CALLAO, THE CHIEF SEAPORT OF PERU.

Callao, the chief seaport of Peru and the capital of a small province of the same name, is situated on Callao bay, eight miles west of Lima (population 34,000). Vessels from all parts of the world are seen in its harbour, which is provided with a dock and mole, and good wharves capable of admitting the largest ships. The island of San Lorenzo forms a natural breakwater. The harbour is fortified, and possesses splendid ship-repairing facilities, which include a floating dock 300 feet in length. Railway lines approach the wharves. The manufactories include refined sugar, lumber and iron. Its imports include cotton, woollen and linen textiles, silks, leather goods, furniture, chinaware, paints and varnishes, and foodstuffs, and the exports cotton, cotton seed, cotton oilcake, sugar, rubber, resins, etc. The foreign commerce exceeds \$20,000,000 per annum, and the opening of the Panama canal has added to its importance.

The illustration on the front page of this week's number of the *Weekly Bulletin* gives a view of the quays and shipping.

TRADE WITH CZECHO-SLOVAKIA.

An Important Market.

(British Board of Trade Journal.)

Czecho-Slovakia, which includes Bohemia, is rich in raw materials, and possesses some of the most important industries in Europe. It is estimated that about eighty per cent of the mines and industrial businesses of the old Austro-Hungarian Empire are now within the boundaries of the Czecho-Slovak Republic. It will thus be clear that when more stable economic conditions have been established, the Republic will become an important market for British trade.

Information regarding trade between this country and Czecho-Slovakia is being collected at the Department of Overseas Trade, and we give in this article a synopsis of that which is now available.

INDUSTRIAL SYNDICATES.

Most of the industries in Czecho-Slovakia are at present organized by the Government into industrial syndicates. These syndicates are controlled by the State; that is to say, there is a Government representative on the committee of each syndicate. The syndicate includes all the traders in Czecho-Slovakia of its particular branch, and in cases where the syndicate undertakes commercial transactions it is backed by the whole trade. These syndicates will, however, shortly cease to exist, as the policy of the Minister of Commerce is to free industries from Government control as far as possible.

IMPORT LICENSES.

Negotiations as to prices should be made direct with individual firms and not with the industrial syndicates. Before goods can be imported into Czecho-Slovakia an import license must be obtained by the Czech importer through the syndicate of the trade concerned from the Import and Export Commission at Prague. Each application for an import license is considered on its merits, first by the industrial syndicate and then by the Import and Export Commission at Prague. The rate of exchange and the needs of Czecho-Slovakia for the particular class of goods for which an import license is required are taken into consideration. There are therefore no rules determining the grant of import licenses, but for the guidance of intending exporters to the Czecho-Slovak Republic, it should be noted that as a general rule an import license will not be granted if the importer has to pay in foreign currency either cash down or within six months. If the shipment is to be paid for in foreign currency in one or two years, an import license will generally only be granted for a part of the order, if it is a big one. An import license for the total amount of the order will be granted to firms trading on the basis of exchange of goods, or if the exporter in this country accepts payment in Czecho-Slovak kronen to remain to his account in Czecho-Slovakia, transferable, of course, in that country, but not outside. It is, however, often possible to transfer the account through the National Provincial and Union Bank of England, which acts as agents for the Central Clearing Bank of Prague, to British firms wishing to pay for goods imported from Czecho-Slovakia.

According to the Czech papers, the Central Clearing Bank of Prague will shortly be abolished, and until the peace treaty with Austria has been ratified the Banking Department of the Ministry of Finance will take over its functions. After ratification of the peace treaty a Czech State bank will be formed, which, in addition to taking over the functions of the Central Clearing Bank, will take over all the branches and functions of the old Austrian State Bank. Payments from abroad will be handled by

the ordinary commercial banks under control of the Banking Department, Ministry of Finance, and the Export and Import Commission, Prague. Payments to abroad in foreign currency will be controlled by the same two institutions, but will only be allowed to be used for raw materials and manufactured articles urgently needed. Otherwise the information given above regarding restrictions in import licenses will still hold good.

RAW MATERIALS REQUIRED.

The chief raw materials required in Czecho-Slovakia are: Seal oil, iron ore, salt, wool, nickel, zinc ore, hides (dry), quebracho extract, saltpetre, turpentine, tallow, ferro manganese, cotton, copper, tin, rubber, phosphates, magnesia, phosphorus amorphous and pyrites.

There is a great demand at the present time for cotton, jute, metals; copper and ferro manganese, but what Czecho-Slovakia especially requires from England is Bradford wool.

FOODSTUFFS.

During the last few months the food position in Czecho-Slovakia has largely improved. Meat is, however, still very scarce, and the Republic would be prepared to import meat in any form; either tinned or frozen. Milk is also scarce, and the import of dry or condensed milk would be encouraged by the Republican Government. Czecho-Slovakia has need to refill the gaps made in her live stock by the military administration.

IMPORT RESTRICTIONS.

There are a large number of goods the import of which is prohibited. As this list is, however, being revised from week to week, it is impossible to give any definite information here. Firms interested should obtain particulars from the Czecho-Slovak Legation, 9, Grosvenor Place, London, S.W.1.

FINANCE.

The four chief banks in Czecho-Slovakia are:—
Zivnostenska Banka, Praha (Prague). Founded 1868.

	Crs.
Share capital.....	120,000,000
Reserve funds.....	40,000,000
Deposit.....	400,000,000

Ceska Prumyslova Banka, Praha (Prague). Founded 1896.

	Crs.
Share capital.....	80,000,000
Reserve funds.....	14,000,000
Deposit.....	300,000,000

Moravska Agrarni A Prumyslova Banka, Brno (Brunn). Founded 1908.

	Crs.
Share capital.....	36,000,000
Reserve funds.....	11,000,000
Deposit.....	240,000,000

Oeskoslovenska Uverna Banka Ucast Spolok Ruzomberk (Rosenberg). Founded 1879.

	Crs.
Share capital.....	10,000,000
Reserve funds.....	2,500,000
Deposit.....	30,000,000

GREEK GOVERNMENT TO BUY ROAD-BUILDING MACHINERY.

(*Consul General Alexander W. Weddell, Athens, in United States Commerce Reports.*)

By royal decree of July 31 (O.S.), 1919, the Greek Government has approved the expenditure of 2,000,000 drachmas (\$386,000) for the purchase of steam rollers, tools, and other machinery for the public works service.

It is understood that the greater part of such supplies has already been contracted for and will be obtained from the stocks used by the Allies in constructing the superb military roads in Macedonia and other portions of Greece during the last three years. The money paid for this machinery will be debited to the account of the Ministry of Communication.

A further sum of 850,000 drachmas (\$164,050) will be expended for the purchase of machinery, instruments, and workshops for the Metzovian National Polytechnic School.

PROPOSAL TO ESTABLISH A FRENCH TRADE BANK.

A Bill has been presented to the French Chamber of Deputies for the purpose of approving the creation of a trade bank, which will provide financial facilities for the export trade, says the *British Board of Trade Journal*. It is pointed out that the long credits essential in commercial transactions with buyers in foreign countries, particularly in Latin-America, and also the Far East and in certain countries of the Levant, have operated against French exporters, who have not had the same facilities in this respect as have British, United States and German shippers, and to this fact is attributed in great part the relatively poor position of the French export trade.

The Bill proposes the establishment of a French National Bank of Foreign Commerce, with an initial capital of 100,000,000 francs. The bank will possess an organization for the development of long-term credit business abroad, and will also collect information likely to be of service in connection therewith and to exporters. It will also establish branches, agencies and connections abroad to work in co-operation with the central organization at home, and a special reserve fund will be formed for this purpose from money, including an annual subsidy, provided by the State.

PLOUGHING EQUIPMENT FOR SOUTHERN TUNISIA.

(*Consul Harris N. Cookingham, Tunis, in United States Commerce Reports.*)

The president of the Association of French Agriculturists of the region of Sfax, Tunisia, writes the consulate as follows:—

“The different firms supplying Tunisia with tractor ploughs have up to the present time sent only heavy types designed for the heavy soils of northern Tunisia. In the south and centre the soil is light and sandy; the agriculturists of these regions, comprising some 500,000 acres of lands devoted to olive and cereal culture, are reported to offer a considerable market for light ploughs. We prefer to cultivate with ploughs giving a depth of from 12 to 15 centimetres and a minimum width of 1½ to 2 metres, following such cultivation with light ploughings about 10 centimetres deep in the olive orchards and with two or three subsequent summer ploughings destined to leave the soil loosened on the surface in order to avoid evaporation and the growth of weeds. Such work should be performed in a large scale by machines of considerable width moving at 5 or 6 kilometres (3.72 miles) an hour, and employing either wouldboards or discs. As the olive trees are set from 20 to 24 metres (65 to 78 feet) apart and in rows sometimes several miles in length on the same properties, the advantage of wide machines is obvious for working the orchards.”

The letter further states that technical observers acquainted with the conditions in California who have seen those of southern Tunisia, remark their similarity, and assert that the same or similar farming equipment, especially tractors, could be used in both regions.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending Oct. 17, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals
	Bushels.	Rushels.	Bushels	Bushels.	Bushels.	Bushels.
Fort William—						
*C.P.R.	141,542	25,867	63,080		39,140	269,629
Empire Elevator Co.	197,105	65,434	31,641	11,762	19,889	325,831
Consolidated Elevator Co.	285,229	62,869	30,981	27,538	15,344	421,961
*Ogilvie Flour Mills Co.	495,876	62,686	75,578		26,563	660,703
Western Terminal Elevator Co.	183,171	55,022	12,787	22,052	4,049	277,081
G. T. Pacific	246,228	245,374	33,748	19,474	13,882	558,706
*Grain Growers' Grain Co.	250,776	266,029	133,528		71,668	722,001
*Fort William Elevator Co.	240,557	309,122	70,317	11,216	34,144	665,356
*Eastern Terminal Elevator Co.	12,533	13,820	264		103	26,720
Northwestern Elevator Co.	266,132	42,219	27,713	45	4,657	340,766
Port Arthur—						
Port Arthur Elevator Co.	325,384	243,038	96,052	27	54,787	719,288
*Sask. Co-operative Elevator Co.	670,777	143,023	32,872	9,377	6,882	862,921
*Canadian Government Elevator.	53,624	53,225	15,567	29,788	9,870	162,074
Thunder Bay.	183,326	281,554	67,176	11,479	13,598	557,133
Davidson & Smith.	69,234	94,590	37,803		7,229	208,556
*Eastern-Richardson.	212,180	90,757	23,176	4,347	20,539	350,999
Grain afloat—						
Vancouver Can. Govt. Elevator	3,223	30,617	1,385			35,225
Total Terminal Elevators	3,836,897	2,085,246	753,668	147,105	342,344	7,165,260
Saskatoon Can. Govt. Elevator	132,969	67,571	1,538		15,099	202,078
Moosejaw Can. Govt. Elevator.	162,916	74,534	6,264	568	1,270	250,651
Calgary Can. Govt. Elevator.	208,062	37,797	6,888	113	3,020	255,880
North Transcona, C.P. R.						
Total Interior Terminal Elevators.	593,947	179,902	14,690	681	10,389	708,609
Depot Harbour			None	in store.		
Midland—						
Aberdeen Elevator Co.	174,222		50,000			224,222
Midland Elevator Co.	232,021	80,671				312,692
Tiffin, G.T.P.	847,792					847,792
Port McNicoll	391,393	136,495	39,485			567,373
Collingwood						
Goderich—						
Elevator & Transit Co.	485,580	171,200				656,780
West. Can. Flour Mills Co., Ltd.	516,367					516,367
Toronto—						
Campbell Flour Mills Co.	89,643	7,298				96,941
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.			None in	store.		
Port Colborne Dom. Govt. Elevator.						
" Maple Leaf Mill'g Co., Ltd.			Not	reported.		
Prescott						
Montreal—						
Harbour Commissioners No. 1.	2,442,012	246,775	517,027		28,400	3,234,214
" " No. 2.	1,801,177	248,379	231,823		48,838	2,330,217
Montreal Warehousing Co.	1,479,247	21,556				1,500,803
Ogilvie Flour Mills Co.	301,704	1,794				303,498
Quebec Harbour Commissioners.	75,022	9,700				84,722
West St. John, N.B., C.P.R.						
St. John, N.B., Can. Nat. Rys.						
Halifax, N.S., Can. Nat. Rys.	51,199					51,199
Total Public Elevators.	8,887,379	923,868	838,335		77,238	10,726,820
Total quantity in store.	13,228,223	3,189,016	1,606,693	147,786	428,971	18,600,689

* Figures adjusted to compare with yearly weigh-up.
+ Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended October 17, 1919.

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		15,943	37,867		53,810
No. 1 Northern.....		1,100,246	292,166	4,139,761	5,533,173
No. 2 ".....		724,451	45,413	2,029,081	2,798,944
No. 3 ".....		502,572	17,073	1,893,187	2,412,832
No. 4 Wheat.....		215,323		291,710	507,033
No. 5 ".....		105,485			105,485
No. 6 ".....		34,984		1,467	36,451
Other.....		1,137,893	110,428	532,174	1,780,495
Totals.....		3,836,897	503,947	8,887,379	13,228,223
Oats—					
No. 1, C.W.....		110			110
No. 2, ".....		413,026	44,416	356,198	813,640
No. 3, ".....		452,110	11,987	220,839	684,936
Ex. No. 1 Feed.....		33,157	10,596	121,159	164,912
No. 1 Feed.....		161,554	22,537	7,309	191,400
No. 2 ".....		512,697	33,849	117,262	663,808
Other.....		512,592	56,517	101,101	670,210
Totals.....		2,085,246	179,902	923,868	3,189,016
Barley—					
No. 3, extra C.W.....		709			709
No. 3, C.W.....		140,816	754	270,315	411,885
No. 4 ".....		238,076	6,641	433,010	677,727
Feed.....		129,322	3,919	63,647	196,888
Rejected.....		123,518	1,123	21,363	146,004
Other.....		121,227	2,253	50,000	173,480
Totals.....		753,668	14,690	838,335	1,606,693
Flax—					
No. 1, Northwestern Canada.....		132,855	674		133,529
No. 2, C.W.....		7,436			7,436
No. 3, ".....		4,127	4		4,131
Rejected.....			3		3
Other.....		2,687			2,687
Totals.....		147,105	681		147,786
Rye—					
No. 1, C.W.....		2,510			2,510
No. 2, ".....		188,495			188,495
No. Grade.....		29,075			29,075
Rejected.....		55,009			55,009
Other.....		67,255	4,290	77,238	148,783
Totals.....		342,344	4,290	77,238	423,872
Corn.....			5,099		5,099
Total quantity in store.....		7,165,260	708,609	10,726,820	18,600,689

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on October 17, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>October 17, 1919—</i>			
Terminal Elevators.....	3,886,897	3,328,363	7,165,260
Interior Terminals.....	503,947	204,662	708,609
Public Elevators in the East.....	8,887,379	1,839,441	10,726,820
Total.....	13,228,223	5,372,466	18,600,689
<i>October 18, 1918—</i>			
Terminal Elevators.....	7,026,190	3,216,395	10,242,585
Interior Terminals.....	1,325,526	305,306	1,630,832
Public Elevators in the East.....	1,927,684	1,138,830	3,066,514
Total.....	10,279,400	4,660,531	14,939,931
<i>October 19, 1917—</i>			
Terminal Elevators.....	8,764,661	4,028,718	12,793,379
Interior Terminals.....	427,824	152,658	580,482
Public Elevators in the East.....	6,357,759	694,672	7,052,431
Total.....	15,550,244	4,876,048	20,426,292
<i>October 20, 1916—</i>			
Terminal Elevators.....	7,554,302	4,212,824	11,767,126
Interior Terminals.....	283,697	62,745	346,442
Public Elevators in the East.....	5,781,126	8,733,617	14,514,743
Total.....	13,619,125	13,009,186	26,628,311
<i>October 22, 1915—</i>			
Terminal Elevators.....	10,938,208	2,752,416	13,690,624
Interior Terminals.....	124,538	31,263	155,801
Public Elevators in the East.....	4,551,547	340,913	4,892,460
Total.....	15,614,293	3,124,592	18,738,885
<i>October 22, 1914—</i>			
Terminal Elevators.....	14,071,579	4,506,703	18,578,282
Interior Terminals.....	184,283	15,450	199,733
Public Elevators in the East.....	6,726,785	1,510,879	8,237,664
Total.....	20,982,647	6,033,032	27,015,679

THE VITAL NEED

of the hour is a bumper Victory Loan. The Victory Loan is the keystone of "Peace with Prosperity." The duty of each citizen is to save every available shilling and subscribe to the

VICTORY LOAN

EARLY IN NOVEMBER

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended October 17, 1919.

PUBLIC TERMINAL ELEVATORS.

—	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts..... Rail....	3,761,990	1,009,707	339,779	63,419	40,185	5,215,080
Shipments:						
Lake.....	3,522,675	455,876	197,404			4,175,955
Rail.....	62,355	331,089	32,154	12,857	1,185	439,640

INTERIOR TERMINAL ELEVATORS.

Receipts..... Rail....	304,442	55,850	1,422			361,714
Shipments:						
Rail.....	30,766	37,671			†1,000	69,439

PUBLIC ELEVATORS IN THE EAST.

Receipts..... { Rail....	2,294,889	28,209	14,646			2,337,744
{ Lake....	4,192,446	428,569	275,885		47,543	4,944,443
Shipments:						
Water.....	1,008,216	347,983	253,489			1,509,688
Rail.....	3,974,007	330,972	120,975		48,614	4,474,568

RECAPITULATION.

Receipts..... { Rail....	6,361,321	1,093,766	355,847	63,419	40,185	7,914,538
{ Vessel..	4,192,446	428,569	275,885		47,543	4,944,443
Shipments:						
Water.....	4,530,891	703,859	450,893		†1,000	5,685,643
Rail.....	4,067,128	790,732	153,129	12,857	49,799	4,983,645

† Corn.

Quantity of United States Grain in Store at Public Elevators in the East for the Week ended October 17, 1919.

—	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Aberdeen Elevator Co	59,578					59,578
Montreal Warehousing Co.....						
Harbour Commissioners No. 1.....			33,426			33,426
" No. 2.....				29,889	2,211	32,100
Midland Elevator Co.						49,605
Tiffin, G.T.R.....	103,860					103,860
Total Public Elevators.....	168,438		33,426	272,738	2,211	526,418

NEW INCORPORATIONS.

Dominion.

Mineral Dye Products, Limited. Incorporators: Richard Tuson Hencker and Henry Noel Chauvin, K.C.; Harold Earle Walker, advocate; Hugh Wylie, accountant—all of Montreal; and Christina Imrie, Westmount, clerk. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Trenton, Ont.

Standard Paving, Limited. Incorporators: Henry Judah Trihey, K.C.; Michael Thomas Burke, and Arthur Reginald Plimsoll, advocates; Henry Harold Kavanagh, student-at-law; and Walter Moore Kavanagh, financial agent—all of Montreal. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, Ottawa.

Manhattan Shirt Company, Limited. Incorporators: Gui Casimir Papineau-Couture, K.C.; Louis Fitch and Lazarus Phillips, advocates; Abraham Saul Cohen, accountant; and Lilian Freedman, stenographer—all of Montreal. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

Industrial Corporation, Limited. Incorporators: Vitalien Rinfret, accountant; Joseph Marceau, merchant; Eugenie Aubuchon, Albany Aubuchon, stenographers, and Jeanne Roger, wife of Donat Belanger. Capital \$600,000, divided into 6,000 shares of \$100 each. Chief place of business, Montreal.

The Lord Strathcona Steamship Company, Limited. Incorporators: Arthur Ramsay Holden, K.C.; Pierre Amable Badeaux, advocate; Herbert William Shearer, manager; Alfred Boreham Wright and Clarence Arnold, stenographers—all of Montreal. Capital \$1,500,000, divided into 1,500 shares of \$1,000 each. Chief place of business, Montreal.

Canadian John Wood Manufacturing Company, Limited. Incorporators: Thomas Phelan, John Milton Godfrey and James Earl Lawson, barristers-at-law; John Dennis Spellen and Joseph McCarthy, students-at-law—all of Toronto. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Toronto.

National Iron and Steel, Limited. Incorporators: William Louis Scott, George David Kelley, Allan Joseph Fraser and Leo Andrew Kelley, barristers-at-law; and Roger Methot, bank clerk—all of Ottawa. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Thermos Heating Systems, Limited. Incorporators: Frank Bresdon Common, advocate; Francis George Bush and Herbert William Jackson, book-keepers; George Robert Brennan and William Patrick Creagh, stenographers—all of Montreal. Capital \$600,000, divided into 6,000 shares of \$100 each. Chief place of business, Montreal.

Manitoba.

Elk Valley Lumber Company, Limited. Incorporators: John Stanley Hough, barrister-at-law; George Maurice Gelley, barrister-at-law; Harry Haslett Dunwoody, barrister-at-law; Aylmer Everet Dilts, barrister-at-law, and David Wilson, accountant—all of Winnipeg. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Winnipeg.

Parkhill Bedding, Limited. Incorporators: John Hamilton Parkhill, manufacturer; Alys Elaine Parkhill, wife of said John Hamilton Parkhill; Harry Haslett Dunwoody, barrister-at-law; Aylmer Everett Dilts, barrister-at-law; and David Wilson, accountant—all of Winnipeg. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Winnipeg.

Gravity Stoker Furnace Company, Limited. Incorporators: George Fridjof Peterson, manager, of Ironwood, Michigan, U.S.A.; Hugh Rotherham Eade, manufacturer; James Cotton, accountant; Sidney T. Towell, clerk; Georgia M. Larson, stenographer—all of Winnipeg. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Winnipeg.

Ontario.

Bishop-Barker Company, Limited. Incorporators: Howard Armour Harrison and William John Beattie, barristers-at-law; Thomas John Carley and George Denison Kirkpatrick, students-at-law; and John Frederick Van-Lane, accountant—all of Toronto. Capital \$40,000, divided into 400 shares of \$100 each. Head office, Toronto.

Empire Timber, Lumber and Tie Company, Limited. Incorporators: George Herbert Sedgewick, John Wellington Pickup, James Aitchison, Norman Stuart Caudwell and Robert Elmer Fennell—all of Toronto. Capital \$85,000, divided into 1,700 shares of \$50 each. Head office, Toronto.

The Pierce Fuse Corporation of Canada, Limited. Incorporators: Edward John Swift, accountant; George Gordon Plaxton, barrister-at-law; Diana Rankine, Nellie Goudy, Hazel Loyeys and Marjorie Goudy, stenographers; and Richard Alfred Leaker, manufacturers' agent—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Head office, Bridgeburg.

St. Thomas Cabinets, Limited. Incorporators: Benjamin Franklin Honsinger, manufacturer; John Woodhouse, merchant; Jennie Pearl Bailey, stenographer; Andrew Allan Ingram, barrister-at-law; and Percy Adrian Lionel Honsinger, merchant—all of St. Thomas. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, St. Thomas.

CONDITIONS OF SALE ADOPTED BY EXPORTERS' ASSOCIATION IN BUENOS AIRES.

(Consul General W. Henry Robertson, Buenos Aires, Argentina, in United States Commerce Reports.)

At the request of the United States Exporters' Association in Buenos Aires, there is transmitted the English translation of the general conditions of sale adopted by the United States Exporters' Association in Buenos Aires when taking orders in this market for American products.

PRICES C.I.F. (COST, INSURANCE, AND FREIGHT).

1. On orders taken at c.i.f. prices, the price includes the cost of the merchandise placed on board vessel at the port of shipment, freight, marine insurance, and other minor expenses to port of destination. The obligation of the shipper with regard to delivery ceases as soon as the goods are shipped. The merchandise travels for account and risk of the buyer, and the shipper assumes no responsibility for its arrival at port of destination or for any damage it may suffer during the voyage or during discharge.

BILLS OF LADING AND INSURANCE POLICIES—RESPONSIBILITY OF SHIPPER.

2. The conditions of the bills of lading and of the insurance policies which cover the goods detailed in this order form part of said order.

3. The shipper is not to be held responsible for any unexpected contingencies or any cases of "force majeure" and without prejudice to the generality of this stipulation, the shipper is specially exempt from responsibility in case of strikes, floods, fires, accidents, delays, or other difficulties in transportation to seaboard or ocean transportation or in case of interruptions of these services by acts of government or other competent authorities, or delays in the departure of vessels, or any other causes beyond the control of the shipper; all unexpected expenses, such as cartage, railroad, freight, storage, fire insurance, etc., are to be for account of the buyer.

4. In case of war the shipper may insure the goods against war risks for account of the buyer without the necessity of consulting the buyer.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," OR THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, OR THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER. VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, FORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

2943. A firm in Glasgow, Scotland, wishes to get into communication with reliable shippers of eggs in Canada.

2944. **Pocket lamp and torch batteries.**—A London firm of importers of lighting accessories wish to obtain from Canada supplies of pocket lamp and torch batteries, and ask for the addresses of manufacturers.

2945. **Machinery, etc.**—A recently demobilized Canadian officer who proposes to establish himself in business as the representative of Canadian manufacturers in the United Kingdom, would like to secure agencies in any line not requiring expert technical knowledge, but particularly in machinery, in which he possesses experience.

2946. **Galvanized sheets.**—A London firm desire quotations from Canadian manufacturers of galvanized iron sheets (plain and corrugated).

2947. **Condensed milk.**—A London firm having a market on the continent for condensed milk asks for names of Canadian packers.

2948. **Clothes pins, broom handles.**—A London merchant firm ask for names of Canadian manufacturers of wooden clothes pins and broom handles.

2949. **Representation at Cape Town.**—A South African officer shortly to be demobilized wishes to get into touch with Canadian manufacturers desirous of securing representation at Cape Town for the sale of farm irrigation pumping plants (suction gas, gasoline and oil engines, and windmills), ploughs, fencing wire and iron standards; labour-saving machinery for farms; iron pipes, etc.

2950. **Paints, white lead, etc.**—A correspondent at Antwerp is in the market for paints, ready mixed; white lead ground in oil; zinc oxide ground in oil; oleines, greases and all edible oils; and asks for names of Canadian manufacturers.

2951. **Refrigerators.**—A British merchant established at Malaga reports a good demand in Spain for ice chests and cold storage plant in general, and would like to get into touch with Canadian manufacturers.

2952. **Automobiles.**—A correspondent in Spain would like to secure agencies for Canadian manufacturers of cheap automobiles.

2953. **Canned fruit.**—A London firm ask for names of Canadian fruit canners.

2954. **Agencies.**—A firm of importers in Swansea, Wales, who do a large trade with both wholesale and retail confectioners, grocers and chemists, desire to obtain agencies from Canadian firms on the basis of sole sales agents or sole buying and distributing agents. They are especially interested in raw materials for manufacturing purposes or manufactured goods for the trades above named, such as chocolates, gums, lozenge and compressed lozenge tablets in bulk, or packed and general or medicated confectionery.

2955. A firm of leather manufacturers in the island of Ceylon, who are also importers and commission agents, and members of the London Chamber of Commerce,

desire to import from Canada paints, cements, oils, stoves, boots and all sorts of shoe materials, of which they require very large supplies.

2956. A firm of general merchants in Port Elizabeth, Natal, wish to make importation from Canada of the following articles: Wheel material, i.e., elm staves, sizes from 6 by 8 to 9 by 10; hickory spokes from 1½-inch to 2-inch; hickory rims from 1½-inch by 1½-inch by 2-foot 6-inch to 2¼-inch by 2¼-inch by 4-foot 6-inch, including all intermediate widths, depths and heights; trimming hides for upholstering carts and motor cars; leather cloth similar to Rexine, Pegamoid or moroccoline, cheap to good quality in 54-inch and 60-inch widths; hood material 72-inch widths, waterproof, and also similar kind of material for cushion covers; household enamelware; lumber, including pine shelving, carpenters' clear, in ½-inch and 1-inch by 12-inch to 16-inch by 12-foot and up; cabinetmakers' timber such as white oak ½-inch and 1-inch planks, poplar, basswood, satin walnut, American hickory, pick handles, axe handles, hammer handles.

2957. **Wheat flour, kerosene and codfish.**—A firm of importers in Maceio, Brazil, with a branch office in Rio de Janeiro, desires to import wheat flour, kerosene and codfish.

2958. A firm of importers in New York desire to be brought in touch with manufacturers of chewing gum and confectionery in Canada.

2959. Inquiry is made on behalf of a firm in Amsterdam, who have branches in Sourabaya, Batavia, Cheribon and Samarang, in the isle of Java (Dutch East Indies), and in Medan, in the island of Samatra, for the following goods from Canada: Boots and shoes, including shoes with rubber soles; crown cork bottles, cigarettes (Egyptian, Turkish and Virginian), boot polish, cider, white cotton ducks (for tropical wear), oil paper (with linen fabric one side, used for inside packing of cases), toilet and household soap, metal polish, and enamelled ware.

2960. **Electrical machinery, etc.**—A firm of importers in Milan, Italy, desire to be put in touch with Canadian manufacturers in a position to export electrical machinery, such as motor engines, dynamos, transformers, also electrical instruments, voltmeters, amperimeters, insulators, etc.

2961. A firm of commission agents near Glasgow, Scotland, who market large quantities and have large connections and interests in Scotland, desire to get into touch with Canadian manufacturers of confectionery goods, canned goods, peas (split and whole, including canned), cigarettes, paper and paper products.

2962. A business man at present in British Columbia will leave Canada for South Wales early in November and would like to introduce Canadian products into that principality.

2963. **Motor cars, machinery.**—A Canadian who has just returned after five years overseas, and has taken advantage to study the market in the United Kingdom for motor cars and machinery, desires to take up the representation of Canadian firms in Great Britain.

2964. A firm in Brussels, Belgium, are interested in importing to that country bookbinding machines; machines for the manufacture of office furniture; machines for manufacturing toilet paper rolls; pencils, penholders, pens, fountain pens; obliterine.

2965. A commission merchant of Cairo, Egypt, who is a British subject, and has been dealing largely in American goods, desires to obtain the following articles from Canada:—

500 to 1,000 tons newsprint, printing paper and envelopes.

2,000 to 5,000 tons flour.

100 to 500 tons copper and iron stoves, copper for all local manufacturing purposes (soft and hard).

Agricultural machinery.

Wood of all sorts (planks, windows, doors or anything for constructing houses).

1,000 to 2,000 tons iron for constructing houses.

Iron for constructing concrete houses.

Tinned salmon, packed meats, tongues.

2966. **Clothing.**—An importer of Christiania, Norway, who does a large business in general merchandise, and represents a number of first-class firms, desires to obtain grain, foodstuffs, oil cakes and meal, linseed, and sugar from Canada.

2967. An importer in Brussels, Belgium, who has been twenty years a commission agent in that country, would be pleased to get in touch with Canadian exporters in order to supersede the following articles which were formerly obtained from Germany: Felt hats, enamelled products (plates, pans, goblets, ordinary faience and china, plates, pans, jugs); cotton tissues and mixed cloth (ready-made clothes, shirts, pantaloons, vests, jackets in cotton, ordinary quality, intended for negro workmen).

2968. **Collapsible tubes.**—An Australian firm having a representative in Canada wishes to secure supplies of collapsible tubes suitable for tooth paste, and asks for quotations of prices for from 100 to 1,000 gross. Provided prices are right and regular shipments can be guaranteed, large quantities would be ordered from time to time.

2969. **Phosphate.**—Two Liverpool firms desire to obtain samples, analysis and quotations on phosphate.

2970. **Feldspar and pyrites.**—Two Liverpool firms desire to receive samples, analysis and price indications for feldspar and pyrites, c.i.f. Liverpool.

2971. A firm of importing and exporting agents with an office in Montreal, wish to get in touch with Canadian exporters who wish to ship goods to Belgium, Holland, France, Sweden, England, South America and the East and West Indies, in which countries they have offices or agencies.

2972. A commission agent established in Antwerp, Belgium, desires to take up agencies for Canadian manufacturers and exporters in all lines.

CONDENSING OF MILK AND CREAM FOR EXPORT.

(Consul Maurice P. Dunlap, Copenhagen, in United States Commerce Reports.)

The Danish dairy industry is now concerned with the possibilities for the export of milk in condensed or powdered form and has recently undertaken a number of experiments to find superior methods for preparing milk and cream. The Skandinavisk Patent bureau now states that a new patent issued for a homogenisator for making export cream appears to be of more than ordinary interest.

In order to prepare the cream properly, the small fat particles of the fluid must be atomized. The devices which have hitherto been used for this purpose have not been perfect, and the factories have suffered considerable losses because of this.

The present device seems to be the most superior yet offered and the export cream made by it seems to keep for a long time and should be able to compete with the ordinary condensed milk on the market.

The patent specifications describe a valve-like device through which the cream is forced with great pressure.

The above patent is being taken out by Jensen & Andersens, Mejerimaskinfabrik, Copenhagen.

TO ENSURE THE FRUITS OF VICTORY
BUY VICTORY BONDS

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 **R.S.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 **R.S.**—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 **R.S.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 **R.S.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 **R.S.**—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 **R.S.**—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S.** Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S.** Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25. **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30. **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31. **R.S.** Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32. **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.** Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

FINANCIAL CONDITIONS IN CZECHO-SLOVAKIA.

(Cablegram from American Mission, Paris, in United States Commerce Reports.)

Following is a summary of translation of an item from *Narodni Politika*, a Democratic paper of Prague, Czecho-Slovakia, for September 12, giving the speech of the Czecho-Slovak Minister of Finance Horace during the session of the National Assembly of September 11:—

One reason for the poor exchange rate is the use of old stamped bank notes, on which the stamps are easily falsified. There is also distrust in the genuineness of the bank notes. The early substitution of new notes for old is, therefore, important. New 100 and 5,000 crown notes are already in circulation and new 1 and 2 crown notes will be circulated this month. Technical difficulties in producing new notes must be overcome. Though the low exchange rate is disagreeable, we will not raise it artificially. I am convinced that the rate will improve when political and economic questions are settled. A cautious policy is necessary concerning foreign bills of exchange. Since there is a great deficit in the State budget, we must save to increase public revenues and must also impose new taxes. The new income tax will have a progressive rate but will not be so high as to preclude the co-operation of capital for domestic productivity. Special taxes are to be imposed on fortunes acquired during the war. Articles for consumption will be taxed, especially tobacco, spirits, etc.

FREIGHT-HANDLING EQUIPMENT AT PORT OF VLADIVOSTOK.

(United States Commerce Reports.)

According to a cable from Omsk received by C. J. Medzikhovsky, commercial attaché to the Russian Embassy, under date of September 15, 1919, the equipment of the port of Vladivostok, Siberia, for discharging and loading cargo is as follows: One travelling crane of 45 tons' capacity, 1 floating crane of 40 tons' capacity, 3 platform cranes, 1 locomotive crane, 2 cranes on lighters, 1 floating crane of 40 tons' capacity belonging to the Navy Department, 1 floating crane of 100 tons' capacity belonging to the Navy Department, 1 floating crane of 45 tons' capacity belonging to the Navy Department, 1 floating crane of 50 tons' capacity belonging to the Russian Volunteer Fleet, and 2 floating cranes of 40 tons' capacity, 1 floating crane of 30 tons' capacity, 31 railroad cranes of 20 tons' capacity, 10 railroad cranes of 8 tons' capacity, and 3 railroad cranes of 5 tons' capacity, belonging to the Siberian Railroad.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Metagama, C.P.O.S. Line, about October 30; *Melita*, C.P.O.S. Line, about October 31; *Megantic*, White Star-Dominion Line, about October 31; **Empress of France*, C.P.O.S. Line, about November 1; *Canadian Trooper*, Can. Govt. Mer. Marine, Ltd., about November 5; *Canadian Navigator*, Can Govt. Mer. Marine, Ltd., about November 10.

MONTREAL TO LONDON.

Cornish Point C.P.O.S.-Furness line (Furness), about October 30; *Corsican*, C.P.O.S.-Furness Line (C.P.O.S.), about November 2; *Venusia*, Cunard Line, about November 8; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about November 12; *Canadian Voyageur*, Can. Govt. Mer. Marine, Ltd., about November 15; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about November 15.

MONTREAL TO ANTWERP.

North Point, C.P.O.S.-Furness Line (Furness), about November 11; *War Beryl*, C.P.O.S.-Furness Line (C.P.O.S.), about November 7; *Glenspear*, C.P.O.S. Furness Line (Furness), November 10 to 15.

MONTREAL TO GLASGOW.

Pretorian, C.P.O.S. Line, about October 26; *Saturnia*, Anchor-Don. Line, about October 29; *Sicilian*, C.P.O.S. Line, about November 1; *Cassandra*, Anchor-Don. Line, about November 6.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Virgilia, Cunard Line, about October 26; *Vellavia*, Cunard Line, about October 31; *Sardinian*, C.P.O.S. Line, about November 5; *Cornishman*, Dominion Line, about November 15.

MONTREAL TO MANCHESTER.

Manchester Importer, Manchester Liners, about November 12; *Manchester Division*, Manchester Liners, about November 13; *Manchester Mariner*, Manchester Liners, about November 16; *Manchester Brigade*, Manchester Liners, about November 20; *Manchester Corporation*, Manchester Liners, about November 22.

MONTREAL TO HULL.

Norfolk Range, Furness Line, about November 4.

MONTREAL TO NEWCASTLE-ON-TYNE.

Cairnmona, Thompson Line, about November 6.

MONTREAL TO DUBLIN.

Ramore Head, Head Line, about November 10.

MONTREAL TO BELFAST.

Fanad Head, Head Line, about October 30; *Melmore Head*, Head Line, about November 15.

*Sails from Quebec.

MONTREAL TO HAVRE (FRANCE).

Lord Dufferin, Canadian-Trans-Atlantique Line, about November 1.

MONTREAL TO BERGEN, STAVANGER AND CHRISTIANIA (NORWAY).

Drammensfjord, Norwegian American Line (C.P.O.S. agents), about November 8.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Settler*, Can. Govt. Mer. Marine, Ltd., about November 7; *Clan Macbeolan*, Houston Lines, about November 15.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.
New Toronto, Elder-Dempster Line, about November 5.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin
(*Port Chalmers*).

Whakatane, New Zealand Shipping Co., about November 15.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Warrior, Can. Govt. Merchant Marine, Ltd., about November 1; *Canadian Recruit*, Can. Govt. Merchant Marine, Ltd., about November 22.

MONTREAL TO BARBADOS, TRINIDAD, AND DEMERARA.

Canadian Gunner, Can. Govt. Merchant Marine, Ltd., about November 12.

MONTREAL TO ST. JOHNS (NEWFOUNDLAND).

Lake Flagon, Gulf St. Law. Ship'g. & Trading Co., about October 20.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about October 31; *Chaleur*, Royal Mail Steam Packet Co., about November 14.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, MOJI, SHANGHAI AND HONG KONG.

Chicago Maru, Osaka Chosen Kaisha, about November 18.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI AND HONG KONG.

Fushimi Maru, Nippon Yusen Kaisha, about November 2.

From Vancouver.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about November 26; *Makura*, Canadian Royal Mail Line, about December 8.

* Buenos Aires only.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Russia, C.P.O.S. Line, about November 27.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Empress of Japan, C.P.O.S. Line, about November 13; *Monteagle*, C.P.O.S. Line, about November 25.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Harold Dollar, Canadian Robert Dollar Co., about November 1; *Bessie Dollar*, Canadian Robert Dollar Co., about December 7.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Cyclops, Blue Funnel Line, about October 30 (Victoria about November 4); *Protestilaus*, Blue Funnel Line, about November 20 (Victoria about December 4).

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "the Deputy Minister, Department of Trade and Commerce, Ottawa."

Annuaire du Canada, 1914.

Bristol (Eng.) Chamber of Commerce, 1913.

Canada in Flanders, Vols. I and II.

Canadian Almanac, 1911, 1912, 1914, 1915, 1916, 1917.

Canadian Annual Review, 1917.

Canadian Boards of Trade Register, 1919.

Canadian Export Trade Directory, 1918.

Canadian Law List, 1913, 1914, 1916, 1917, 1918.

Canadian Postal Guide, 1919.

Canadian Trade Index, 1916-18.

Colonial Office List, 1915, 1916, 1917.

Co-operative Wholesale Societies, 1914, 1916.

Despatches between British Governments and Ambassadors, respecting the European War, 1914.

5,000 Facts about Canada, 1917, 1918.

Foreign Office List, 1916.

Grain Inspection in Canada.

Handbook for Export to South America.

Heaton's Annual, 1911, 1913, 1914, 1915, 1917.

History of the British Navy during the War.

Imperial College of Science of Technology, 1916-17.

Imperial Year Book, 1914-15, 1915-16, 1917-18.

Mercantile Navy List and Maritime Directory, 1916.

Montreal City Directory, 1910-11, 1913-14, 1914-15.

Official Year Book of the Commonwealth of Australia, No. 9, 1901-1915.

Parliamentary Guide, 1915, 1916.

Report of the Trade of China and Japan.

The German War and its relation to Canadian Trade.

Toronto City Directory, 1912, 1913.

Trade after the War. (Address by Sir George Foster.)

Trade with South China.

Trial Shipment of Bulk Wheat via the Panama Canal.

Whitaker's Almanac, 1914, 1916.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentina Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner, care H. B. M. Minister, Rio de Janeiro, Brazil.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Aleutskaja No. 11, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiansia, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square.
Calcutta, India.

Additional addresses will be given as appointments are made.

**LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.**

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Inspection and Water Meters Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



SS. Fanad Head. (See p. 873.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, November 3, 1919.

No. 822

TRADE NOTES FROM CHINA.

TRADE COMMISSIONER J. W. ROSS.

Commercial Conditions.

Shanghai, October 1, 1919.—Returning to China after an absence of only a few months, much commercial activity is observed on every hand. Several new firms have established themselves in Shanghai, and numerous brokerage and agency offices have opened up since the beginning of the year. An army of commercial travellers—mostly Americans—have invaded this country during the past six months, and it is reported that some very substantial orders have been secured. It is estimated that two thousand American commercial travellers will have visited Far Eastern markets this year. Canadian manufacturers have not seen fit to follow the example of their neighbours to the south in this respect to any great extent. It is gratifying, however, to be able to state that Canadians appear to be showing a greater interest in China than has been the case in the past. Some notable Canadian men in public life, financiers and bankers, have within the past six months been making an intimate investigation of trade and other conditions in Japan and China. This is most gratifying, for there has been so little of it in the past; neither the public men of Canada nor the commercial men have as yet had a clear knowledge of conditions as they exist in these countries. Therefore it is gratifying to know that there are some people at the head of affairs in Canada who have come and seen for themselves and are now in a position to give to the public the value of their observations. Other Canadians have also visited this country within the same period; it is regrettable, however, that these seem not to have come with the object of selling Canadian goods, but rather to buy Chinese products, for which there was a great demand in Western Canada during the closing months of the war. Nevertheless if these men have not been the means of helping on Canada's export trade, they have at least come here and seen for themselves, and perhaps some day they may find it convenient and profitable to push Canadian goods in these markets. Others of our people to visit China this year were two representatives of some Canadian steel interests. I understand that both secured some very fair orders. The foregoing is sufficient to show that a greater interest is being taken in China by Canadians in general, and a movement once started this way will doubtless expand with coming years.

Industrial Activity.

As predicted many times in reports from this office, China cannot forever remain uninfluenced by the industrial spirit of the age, but must eventually move, even if slowly, with the progress of other countries. This industrial awakening or development, or whatever it may be called, is shown in the present great activity in the establishment of cotton mills in different parts of China. The cotton industry is one that is peculiarly adapted to this country; the Chinese are by nature skilled in the production of silk and cotton textiles, much of which, although beautifully fine, has for ages been produced entirely by hand and under most primitive conditions. China is said to be the third greatest cotton-producing country in the world, taking third place after

the United States and India. Cotton is cultivated in all the central and western provinces of the country, the crop being estimated to be from 1,500,000 to 2,000,000 bales. After satisfying the demands of the different mills already in operation in 1918, the export of raw cotton to other countries—chiefly Japan—amounted to piculs 1,292,094, or short tons 86,139, valued at over \$38,000,000 Canadian currency. With the raw material available to this extent, and with an abundance of labour particularly adapted to the industry, cotton spinning should make great progress in this country; and with a little government assistance in the way of helping to introduce new seed and other experimental work, and the removal of the present most pernicious internal transit dues both on the raw cotton and the finished product, China should be within measurable distance of rendering itself independent of foreign sources for her cotton requirements, excepting perhaps in the higher counts and the finer and fancy styles of piece-goods. Definite orders have been given to the resident agents in Shanghai of British and American manufacturers for the necessary spinning equipment for twenty new cotton mills, being approximately 400,000 spindles. This number of new mills in addition to those already in operation, will give China nearly 2,000,000 spindles, which when in working order should go far toward supplying a large portion of the great annual consumption of cotton cloth in this country. Cotton textiles are in great demand in all markets; the trade is extremely active and has recently been very profitable, which no doubt accounts for the sudden great activity in the industry here recorded. The higher value of local money is also a most favourable factor; for the machinery necessary to equip a cotton mill could never have been laid down in China at the price in local dollars that is possible at the present time.

In several other fields of industry much activity is also shown. In shipbuilding the three principal dock companies are each working to full capacity in the construction of new ships as well as in repair work. In structural steel work and concrete construction, there is also much going on. The flour mills and silk filatures are also busy; probably in an industrial sense China has never been so active any time in its history as at present. In building operations there is also much new work under way; mechanics of every kind find ready employment at increased wages, and although business is said to be rather dull in the interior, yet there is a general air of activity to be observed everywhere, and money is said to be plentiful in the country. Certainly Chinese local money has never had the purchasing value that it has to-day, all on account of the high price of silver and high exchange.

New Bank in Shanghai.

The opening of an agency of the Park-Union Overseas Banking Corporation in Shanghai marks the beginning of direct financial relations between a Canadian banking institution and China. As is well known, the above bank is a joint subsidiary of the Union Bank of Canada and the National Park Bank of New York. The object of the new bank is to assist in the development of trade between the Pacific coast of North America and Far Eastern countries. There would seem to be a place in these countries for an institution of this kind; no doubt progress in the beginning may be slow, and a conservative attitude will be necessary, until such time as the silver market settles down from its present inflated position. The transpacific trade of this country is, however, bound to expand, and added banking facilities must eventually be required, so that in coming now the Park-Union Bank is preparing the way for what should be a successful career in future years.

Canadian Fresh Apples.

Canadian apples have been imported into China in small quantity for a number of years, and in spite of serious efforts to increase sales in this country, the demand does not seem greatly to expand. During the past three or four years, while freight

rates ruled so high, Canadian apples were indeed a luxury in these markets; without doubt Canadian apples are the finest that come to China, at the same time they are also the dearest. They are almost too expensive for cooking and so are used almost exclusively for dessert. It must be borne in mind that in this, as in all other lines, China is a very competitive market, and Canadian apples have to meet competition from Oregon and Washington state product, as well as from Japan. Besides, the market outside of Shanghai is not large, and consists of a few hundred boxes only to Tientsin and Hankow, the trade being almost entirely confined to the demands of the foreign population only. The season is also short, as there are no cold storage facilities in any of the China ports.

Fresh apples should be on this market about November 15, and from that time to the end of February is about the extent of the season. After February apples lose their flavour and appearance, many becoming wrinkled and dry. The most popular varieties and the best keepers are Newtown Pippins and Ben Davis. Greenings do not appear to keep so well. McIntosh Reds are not very well known here. Apples should not be too large; being for dessert there are fewer in a box when very large. Hotels and boarding houses as well as passenger steamers leaving Shanghai mostly furnish Japanese apples, which are of course much cheaper when laid down than Canadian. Up to the present five or six car loads would probably represent the extreme demand of the China market. It may be stated, however, that this demand will probably increase with coming years; it is largely a question of price, so that a decrease in freight rates, which must eventually come about, should result in cheapening the fruit in this country and consequently increasing the consumption.

There are no restrictions nor embargoes whatever upon Canadian apples entering any of the ports of China, nor any inspection. Regulations regarding insect pests and disease do not exist in this country, and the duty is only 5 per cent *ad valorem*. With the single exception of one Chinese firm in Shanghai, all the direct importing of apples is done by foreign dealers or jobbers from whom the numerous small shopkeepers obtain their supplies. The principal retail grocery firm in Shanghai imports direct for its own trade, and also sends a certain number of boxes to some of the outports.

Siberian Fur Market.

From private information received from Vladivostok, we learn that the large stocks of Siberian furs which have been held in the hands of speculators in that port are now beginning to move outward, principally to the United States; this is the outcome of the presence in the Siberian markets of representatives of St. Louis auction firms and numerous other American buyers. The stock held in Vladivostok have been the accumulation of many months' supplies, consequently are very large, so that should the whole lot be removed at once the result may be that the market may be flooded in certain lines. The furs in question principally consist of Russian sables, grey squirrel, martins, minks, marmots and foxes.

MARMOTS.

A very large business is annually done in Manchurian marmot skins. The animal is very like the American woodchuck, but the Manchurian marmot possesses a much finer coat than its American counterpart. It is also supposed to be the habitat of the germs of the dreaded Manchurian pneumonic plague. Present ruling prices for good quality marmot skins are 75 to 85 cents gold. Thousands of these skins are shipped from Northern Manchurian ports by parcel post, through the Japanese post office, packed in bundles of 5 kilogrammes (11 pounds); but much of the cheaper qualities are shipped as ordinary freight in the usual way. Representatives of foreign houses obtain their supplies from the native dealers or middlemen, who in turn gather up the

stocks of the hunters, trappers and small traders. Siberian furs are almost entirely shipped in the raw state. Very few dressed furs are sent abroad, the exceptions being Tibetan lamb, muffin (plucked goat skin), and a few other varieties. The great demand for furs in all countries and the keen competition in the trade has sent up the prices of raw furs to figures unheard of a few years ago. Sables have enormously increased in value, due to the short supply and the closure of the Russian sable markets.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

D. H. Ross, Melbourne.....	Now in Vancouver.
W. A. Beddoe, Auckland.....	Now travelling in Ontario.
W. J. Egan, Cape Town.....	Now travelling in Western Canada.
Harrison Watson, London.....	Has visited Western Canada, is now in Montreal and will go through Ontario and the Maritime Provinces later on.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

THE SIBERIAN SUPPLY COMPANY.

TRADE COMMISSIONER L. D. WILGRESS.

REVIEW OF YEAR'S OPERATIONS.

Vladivostok, September 26, 1919.—The Siberian Supply Company, the official organization of the British and Canadian Governments for economic relief and the distribution of commercial supplies to the people of Siberia, has completed the disposition of the goods forwarded to Vladivostok during the present year. A review of the operations of the company since its organization should prove of interest to Canadian traders, not only because this company is the official agency for the distribution of Canadian goods in Siberia, but also for the reason that its operations during the present year illustrate many of the difficulties involved in and the obstacles to trade with Siberia under present conditions.

ORGANIZATION OF THE COMPANY.

On September 25, 1918, the British Government, with a view to assisting the economic resuscitation of Siberia, appointed Mr. Leslie Urquhart their agent for commercial operations with that country. As the agent of the Government he was to act under the control of the British Board of Trade and was to be subject to the supervision of its representative at Vladivostok, the British Commercial Commissioner to Siberia. The agreement was to be effective for a minimum period of one year. The agent was to be refunded for administrative charges, and was to be allowed a commission of one-half per cent on the annual turnover. All operations were to be financed by the British Government up to amounts duly authorized and agreed upon. The agent was required to deposit a bond as a guarantee of good faith. Provisions were made to guarantee against the goods being sold at too high a price and at the same time to prevent goods being disposed of so cheaply as to disturb the trading conditions in Siberia.

Mr. Leslie Urquhart is a Britisher, having extensive mining interests in Siberia and in the Ural mountains. The British Government in making this agreement was actuated by a sincere desire to do something to assist the people of Siberia in the

direction of economic relief, the country being destitute of all kinds of manufactured goods. It should be remembered that when the agreement was signed the war was still in progress, and the economic relief of Siberia was considered one of the most effective measures to counteract the German penetration of Russia through the medium of Bolshevism.

BRITISH SUPPLIES FORWARDED.

In carrying out the agreement with the Government, Mr. Leslie Urquhart formed an organization known as the Siberian Supply Company, and steps were at once taken to forward supplies to Vladivostok. An office was opened at the latter port and the following is a list giving the nature and quantities of the goods received from Great Britain and realized by the Vladivostok office since the company was organized.

List of Goods Received.

Nature of Goods—	Quantity.
Madapolam, flannelette, cashmere, ceylons, zephyrs, drills, cambric, cotton prints, corduroys, calico, tweed, shirtings, etc.	795,182 yd.
Men's suits	807
Youths' coats	1,207
" suits	172
Men's overcoats	759
" waterproofs	200
" trousers	1,000
Girls' coats	277
Towelling	2,246 yd.
Towels	496 doz.
Handkerchiefs, ladies'	3,028 " "
" gents'	4,610 " "
Sewing cotton	610 gross.
Mens' linen collars	418 doz.
Head wraps and shawls, wool	110 " "
" cotton	386 " "
Cotton gloves	343 doz. pairs.
" hose	3,906 " "
" half hose	1,982 " "
Rugs	3,498
Blankets	5,174
Knitting cotton	630 lb.
Pins	240 pkts.
Hair pins	60 gross.
Crochet hooks	20 " "
Steel knitting needles	30 " "
Safety pins	55 " "
Needles	150 " "
Mens' boots	23,494 pairs
Womens' boots	13,157 " "
Boot laces	1,200 gross.
Pencils	8,343 " "
Tracing, etc., paper	950 rolls.
Note, etc., paper	6,700 pkts.
Drawing paper	152 reams.
Typing paper	707 " "
Carbon paper	100 " "
	boxes.
Blotting paper	250
Tracing cloth	100 reams.
Writing pens	250 rolls.
Envelopes	3,943 gross.
Boxwood rulers	1,341,500
"	100 doz.
Typewriter ribbons	100 " "
Bookbinders' cloth	3,657 yd.
Pocket knives	9 doz.
Flat files and folders	2,027
Writing ink powders	3,000 tins.
Colour boxes	701 doz.
Nails	524 cwt.
Measuring tapes	255
Binder twine	400 cwt.
Toilet and bath soap	1,648 doz.
Butter preservative	13 tons.
Drugs, etc.	2,278 lb.
	kilos.
Cotton wool	17,290
	lb.
	18,200

List of Goods Received.—Continued.

Nature of Goods—	Quantity.
Gauze.....yd.	195,000
Lint.....lb.	11,000
Bandages, wool.....gross.	1,080
Exercise books.....	1,103,240
Screws.....gross.	71,914
Drawing books.....	4,000
“ pins.....boxes.	1,000
Wrenches.....	3,080
Ploughs.....	75
Leather belting.....ft.	97,485
Hair.....“	2,998
Laces for belting.....gross.	25
Milling silk.....yd.	1,182
Winnowers.....	12
Chaff-cutters.....	48
Files.....	1,533
Cast steel.....bars.	908
Sections.....doz.	8,276
Rivets.....cwt.	30
Finger liners.....doz.	8,527
Chaff knives.....“	445
Hacksaw blades.....gross.	1,160
Seccotine.....tubes.	1,500
Paint.....doz.	422
Erasers.....boxes.	3,600
Emery paper.....reams.	250
Glass.....“	100
Creosote.....kilos.	100
Hacksaw frames.....doz.	100
Hammers, tools, various.....“	1,025
Cross-cut saws.....“	1,000
Portable engines.....	9
Threshers.....	9
Waterproof machine covers.....	25

DISPOSITION OF THE GOODS.

All the goods enumerated in the above list were delivered to Vladivostok on twenty-three steamers. The total gross weight of all consignments was approximately 650 tons of 2,240 pounds. The first consignment arrived at Vladivostok in February, 1919, and the last at the end of August, 1919.

The total c.i.f. value of the goods received was £255,578 3s. 4d. They were disposed of in the following manner:—

	£	s.	d.
Sold to the Union of Siberian Creamery Associations.....	245,541	4	1½
Reserved for the British Military Mission.....	3,920	5	4
Reserved for certain mining companies in Siberia.....	5,984	14	7½
Value of case shortshipped at Kobe.....	131	19	3
	255,578	3	4

For the merchandise sold to the Union of Siberian Creamery Associations, bills falling due six, seven, eight and nine months were accepted, these bills being secured by large quantities of wool and other Siberian raw materials which this co-operative union is exporting to foreign markets.

The goods reserved for the British Military Mission are comprised of bandages, lint and gauze and stationery, and other articles required for restoring the operating efficiency of the Siberian railways.

AGREEMENT WITH CANADIAN GOVERNMENT.

Towards the beginning of the year 1919, the Hon. Raymond Hubbard, the Managing Director of the Siberian Supply Company, arrived in Canada on his way to Vladivostok, and commenced negotiations with the Canadian Government with a view to

securing Canadian participation in the plans of the British Government for commercial exchanges with Siberia. The result was an agreement, concluded on February 20, 1919, whereby the Siberian Supply Company was appointed the official agent of the Canadian Government for the distribution of Canadian supplies on a commercial basis to the people of Siberia, under the supervision of the Canadian Trade Commissioner at Vladivostok, to whom shipments were to be consigned. Goods for distribution by the Siberian Supply Company were to be purchased by the Canadian Trade Commission, Ottawa, and for this purpose an initial credit of \$1,000,000 was assigned by the Canadian Government.

DISTRIBUTION OF CANADIAN SUPPLIES.

The Canadian goods disposed of by the Siberian Supply Company comprised:
(a) A consignment of surplus militia stores of a total value of \$208,835.22. These surplus stores included the following:—

Serge, 22,572 yards.	\$ 63,392 96
Cooking utensils, bedsteads, boots, towels, braces, razors, spoons, knives, puttees, overshoes, blankets, etc.	145,442 26
Total.	<u>\$208,835 22</u>

The above articles were sold to the Ministry of Supplies of the Omsk Government, the goods being handed over on payment of a deposit of \$100,000, the balance payable upon presentation of invoices.

(b) In the month of April, 1919, an order for spare parts for Massey-Harris harvesting machines was placed with the Siberian Supply Company by the Colonization Department of the Russian Government. These spare parts, of a total c.i.f. value of \$19,041.97, were purchased by the Canadian Trade Commission and shipped to Vladivostok. The Siberian Supply Company accepted a deposit of 1,000,000 roubles with the order; the invoice price in dollars plus five per cent to cover administrative charges being paid by the Colonization Department upon the arrival of the goods.

(c) The Siberian Supply Company also disposed of a consignment of Canadian vegetable seeds of a total c.i.f. value of \$6,969.20. These seeds had been ordered by the Canadian Economic Commission (Siberia), but had arrived too late for sowing during the 1919 season. The whole consignment was purchased for cash (dollars) by the Union of Siberian Creamery Associations and will be distributed among the peasants by this organization in time for use next year.

DIFFICULTIES ENCOUNTERED.

The Managing Director of the Supply Company in Siberia, the Hon. Raymond Hubbard, is a Britisher with many years business experiences in Russia, and during the war was an official of the Russian section of the British Department of Overseas Trade. He was sent by the latter department to Siberia to supervise the disposal of the British goods which had been forwarded by the Supply Company to Vladivostok. The Hon. Raymond Hubbard arrived in April, 1919. At that time trade had been paralyzed by the disorganization of railway communication with the interior, which made it practically impossible for private parties to forward goods to Vladivostok by rail. These obstacles were enhanced by a sudden drop in the exchange value of the rouble from about 9 cents to 3 cents. For several weeks it was almost impossible to purchase foreign exchange on the Vladivostok market, and private trade was at a standstill. At the end of May the Hon. R. Hubbard proceeded to Omsk and opened negotiations with the Union of Siberian Creamery Associations, to whom he succeeded in disposing of the bulk of the British goods on credit, secured by Siberian raw material which this organization is shipping abroad. For the Canadian Surplus

Militia Stores, which had been shipped on consignment to Vladivostok, offers were received from both the Ministry of Ways and Communications, who desired these articles for distribution to railway employees, and from the Ministry of Supplies, purchasing for the army. The goods were finally sold to the latter as explained above. The Ministry of Supplies offered to place further orders for Canadian military goods, especially cloth, on the basis of ten per cent with order, balance upon arrival of the goods at Vladivostok.

The Hon. R. Hubbard left Vladivostok in the middle of August, returning to Great Britain by way of Canada. It cannot be stated yet what future arrangements will be made by the British and Canadian Governments respectively for the promotion of trade with Russia. The experience of the Siberian Supply Company has shown that the anomaly of a semi-government organization, posing as a private company, is not a satisfactory medium to promote commercial relations with the Russian people.

ECONOMIC CONDITIONS IN JAPAN.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, October 1.—The new president of the Yokohama Specie Bank, Ltd., Mr. Nakaji Kajiware, at the seventy-ninth ordinary general meeting of shareholders on September 10 last, gave the following address, which will be of interest as showing the trend of conditions in Japan since the armistice.

The clouded atmosphere created in our economic world last autumn by the armistice has continued ever since, and as a result our foreign trade has been affected and shows an excess in imports, even business in such an important export item as raw silk showing great slackness, the price of this commodity dropping to yen 1,300 at one time. Industries and the share market likewise remained dull and quiet, and this state of affairs continued until the month of April, when the general aspect of economic conditions commenced to take a turn for the better, and towards the end of the period under review showed that prosperity which had been anticipated at the time the armistice was signed. To this result a revival in the shipping business and the reconversion to peace pursuits of those businesses and industries temporarily engaged in war activities greatly assisted, while raw silk rose to the record price of yen 2,300 owing to the demand from, and the prosperous condition of, the United States, and also to the continued upward tendency of the price of rice. As regards the money market, international financial conditions remained favourable to Japan, notwithstanding the excess of imports, and the local banks having maintained a cautious attitude, a somewhat easy tone prevailed. Of this the Government took advantage to issue exchequer bonds, yen 52,000,000 in February and yen 82,000,000 in April, but little or no effect was caused to the market thereby. Towards the end of the period under review, the demand for funds greatly increased as a consequence of the expansion of general economic conditions and the briskness of trade, but nevertheless the half-year passed smoothly and without disturbance. It gives me great pleasure to observe that the banks are contemplating strengthening their positions either by amalgamation or by an increase of capital, and I would furthermore point out that the new method adopted by the Bank of Japan of discontinuing foreign bills accepted by the banks has been a stimulant of no little degree to the financing of foreign trade as well as to the creation of a discount market in Japan.

FOREIGN TRADE.

Our foreign trade shows an excess of imports during the past half-year, the exports amounting to yen 827,000,000 against imports yen 1,049,000,000, giving a total trade of yen 1,876,000,000 in all, which, compared with the corresponding period of last year, is an increase of yen 140,000,000, the imports having increased by yen

209,000,000 as against a decrease of yen 69,000,000 in exports. The principal increase in exports are:—

	Yen.
Cotton fabrics..	42,000,000
Raw silk..	38,000,000
Cotton underwear..	3,000,000
Woollen fabrics..	2,000,000

and a few others.

Decreases occur in exports in—

Beans..	17,000,000
Cotton yarns..	12,000,000
Waste silk..	8,000,000
Habutae..	6,000,000
Copper..	5,000,000
Zinc..	5,000,000

while all other items also show decreases.

Increases in imports are principally in—

Raw cotton..	64,000,000
Rice..	58,000,000
Machinery	20,000,000
Bean cake..	18,000,000
Paper..	7,000,000
Beans..	6,000,000

and in a smaller degree in all others, except that a decrease is shown in—

Iron and steel	44,000,000
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The decrease in exports is due primarily to the stagnation of business following the armistice and pending the signature of peace, and also to the decrease in the demand for our manufactures abroad. During the war, various embargoes and a shortage of bottoms tended to restrict imports, but after the armistice was signed conditions become somewhat easier, enabling old orders as well as newly-placed ones to be filled in large numbers. Another contributing factor to the increase in imports was the high price of rice, which caused the importation of quantities of foodstuffs and manures, while owing to the good prospects of the mills, raw cotton was imported to a largely increased extent.

As previously mentioned, our foreign trade shows a decrease for the half-year in exports and an increase in imports, and, consequently, our dealings in foreign exchange are affected accordingly. Our exchange sold on abroad amounts to yen 228,000,000 and exchange bought on abroad to yen 387,000,000, or decreases of yen 41,000,000 and yen 193,000,000 respectively compared with the figures for the corresponding period of last year, while exchange sold abroad on Japan, yen 234,000,000, and exchange bought abroad on Japan, yen 501,000,000, shows increases of yen 34,000,000 and yen 115,000,000 respectively. The total of all exchange transactions for the half-year disclose a decrease of yen 87,000,000.

OTHER ORIENTAL COUNTRIES.

Looking round the Orient, we find that in India, owing to the bad crops of last year, the slackness of the export business and the still remaining effects of the armistice, the import business continued dull. So far as trade with Japan is concerned, exports amounted to about yen 140,000,000 and imports to yen 47,000,000, which figures, compared with those for the corresponding period of last year, show decreases of yen 33,000,000 and yen 37,000,000, respectively. Money was somewhat tight for the first three months, notwithstanding that foreign trade was slack, but after April the demand for funds for financing cotton decreased, and easier conditions resulted.

In Hong Kong the export trade was, generally speaking, dull, and the import business also bad, especially as regards imports of Japanese yarns, which were supplanted by Chinese and Indian products, while imports of marine products were about

40 per cent below the normal. In view of these circumstances, the demand for funds was so small that money was very plentiful, but in April a tightness was felt on the Shanghai market, and as a result of the eagerness of the banks to remit there the stringency was reflected in Hong Kong.

In China, the political disagreement between the North and South continued, with the result that the minds of the people remained unsettled. Consequently, notwithstanding the rise in the price of silver, conditions did not favour imports. During the first three months, as a result of the armistice, foreign trade was not in a flourishing condition, but in April matters improved, and exports to Europe, the United States and Japan became active. Subsequently, the sale of imported goods was satisfactory until in May demonstrations for the boycott of Japanese goods occurred in connection with the Shantung question in a large number of places, both North and South, those at Shanghai and Tientsin being the most violent. In June our transactions at both those places practically ceased, thereby adversely affecting to no small degree the trade between the two countries. Afterwards, the demonstrations outwardly subsided as the result of the intervention of the Chinese Government, but were nevertheless still being carried on surreptitiously at the end of the half-year. The Shanghai money market continued tight, and in the early part of the year the stock of silver carried amounted to 19,000,000 in taels and 13,000,000 in Mexican dollars. However, on the 6th May the United States Government removed the embargo on the export of silver, which led to an increase in the stock of silver in taels and Mexican dollars to 25,000,000 and 18,000,000, respectively, and relieved the situation for the time being, but at the end of the half-year the stock had decreased again to taels 20,000,000 and Mexican dollars 12,000,000, and money again became tight. It may be observed that the causes of the scarcity of funds in China are the large export of silver bullion from Shanghai to India in 1916 and 1917, and the embargo by every country on the export of silver, which prevented China obtaining the necessary supplies, while the general high price of commodities also led to silver drifting into the interior. During the war, through the great demand for silver in every belligerent country and the curtailment of production, the price had a tendency to gradually rise, and this has been especially the case subsequent to the abolition by the British Government on the 9th May of the fixed limitation to the price, since when silver went up to 58d., and though at one time down again to 53d., the price rose again recently to over 60d. This is yet another cause of the scarcity of funds in China which was responsible for the tightness of the Shanghai money market.

In Manchuria, as a result of a shortage of freight cars, the accumulation of freight along the railway was so great that at one time it was estimated at 700,000 tons, but this accumulation had been practically disposed of by the end of the half-year, transportation having improved. The export of beans, bean cakes and bean oil was quite active, yet imports of cotton yarns and fabrics and other commodities were somewhat less than during the corresponding period of last year, due to a decreased demand among the Chinese owing to the transition stage from war to peace. As regards the money market, the half-year passed very quietly as a result of the cautious attitude adopted by all the banks since the armistice, though in Newchwang the disclosure of the insolvency of a Chinese firm created a slight panicky feeling; but thanks to the efforts of the Chinese Government this was allayed and the liquidation of the firm is now proceeding smoothly. In Harbin and Vladivostok, owing to the unsettled state of affairs in Russia and to the absence of any other base for transactions resulting from the instability of the Russian currency, exchange has been settled exclusively in Japanese money. Trade has naturally been very dull in view of the prevailing conditions, while as a result of the lack of good transport facilities to the interior the warehouses at Vladivostok have accumulated large stocks of merchandise.

In conclusion, I would mention that we opened a branch at Rio de Janeiro, Brazil, on the 1st June as contemplated, that the payment of the fourth call on our new shares has been completed, and that everything is proceeding smoothly towards the increase of our capital to yen 100,000,000.

THE MARKET FOR BOOTS AND SHOES IN NEWFOUNDLAND.

TRADE COMMISSIONER W. B. NICHOLSON.

St. John's, October 20, 1919.—The import boot and shoe trade of Newfoundland is increasing in volume each year, but unfortunately Canada's share of this line is not increasing in proportion to the requirements of the trade. Formerly, it was claimed that Canada's competitors were supplying a more stylish and better finished article at a much lower price than could be obtained in the Canadian market, consequently the bulk of this trade went to other than Canadian manufacturers. As Canada is now manufacturing and offering for export boots and shoes that, for style, finish, quality and price compare favourably with the product of other manufacturers, and there being an increasing demand in Newfoundland for the Canadian-made article, it is desired to impress upon Canadian exporters seeking trade in foreign markets the importance of a rapidly growing trade at their very doors awaiting to be developed and in which business conditions are regarded as being so stable and satisfactory as to leave no room for adverse criticism.

RECENT AMALGAMATION OF AGRICULTURAL AND TRANSPORT ENGINEERS IN ENGLAND.

Mr. C. G. Venus, Acting Trade Commissioner in London, writes as follows, under date October 17:—

It is announced that one of the largest amalgamations in the history of the trade has recently been effected by the following leading firms of agricultural and road transport engineers: Messrs. Avelin & Porter, Ltd., of Rochester; Messrs. E. H. Bentall & Co., Ltd., of Heybridge; Messrs. Blackstone & Co., Ltd., of Stamford; Messrs. Richard Ganett & Sons, Ltd., of Leiston; and Messrs. Jas. and Fredk Howard, Ltd., of Bedford.

The amalgamation will be designated "The Agricultural and General Engineers, Ltd.," the amount of capital involved amounting to £3,000,000.

It is stated that the firms forming this combination will in no way lose their identity, nor will any change be made in their management, the whole aim of the amalgamation being organized production and an efficient sales system. The various factories will specialize on the lines of their present products, but extensions to factories will be undertaken.

CANCELLATION OF PERMITS FOR IMPORTATION OF LIVE STOCK INTO CANADA FROM THE UNITED KINGDOM, EXCEPT SCOTLAND.

With reference to the announcement made in the last number of the *Weekly Bulletin* (page 825) that the issue of permits for the importation of cattle from the United Kingdom had been resumed as from October 20, notification has since that date been received of fresh outbreaks of foot and mouth disease in England, and an order has been signed cancelling all permits issued for the importation of cattle, sheep, other ruminants and swine into Canada from the United Kingdom, except Scotland, with the exception of those covering animals already on shipboard on route to Canada.

Animals from Scotland must be embarked at the port of Glasgow and be accompanied by an affidavit from the shipper that the animals so embarked have been in Scotland for two months previous to the date of embarkation and also by the usual health certificates.

EXPORTS OF BRAZILIAN MERCHANDISE, JANUARY TO JULY, 1919.

The Consul for Brazil at Montreal has forwarded the subjoined table of exports of Brazilian merchandise from January to July, 1919.

Merchandise.	Unit.	Quantity.					Value F.O.B. in Brazil. Equivalent in £ £ 1,000.				
		1913.	1916.	1917.	1918.	1919.	1913.	1916.	1917.	1918.	1919.
Class I—											
Animals and their products :											
1 Lard.....	Ton.	25	.....	5,271	9,345	11,401	2	.....	489	1,023	1,238
2 Preserved meat.....	"	122	260	1,456	9,874	17,498	8	19	99	783	1,623
3 Frozen and chilled meat.....	"	.....	19,241	39,622	40,667	30,167	.....	762	1,850	2,197	1,922
4 Hides.....	"	24,963	27,183	22,494	24,504	30,973	1,474	2,088	2,196	2,065	3,181
5 Wool.....	"	1,142	91	57	1,065	1,525	70	7	10	272	429
6 Skins.....	"	1,939	2,781	2,162	1,314	3,905	456	574	852	415	1,541
7 Jerked beef.....	"	14	1,357	2,869	3,132	2,206	1	83	162	222	195
Sundry.....	"	5,235	4,563	5,557	15,663	23,089	156	146	260	599	969
Total, Class I.....		33,440	55,476	79,488	105,594	119,864	2,167	3,676	5,918	7,576	11,098
Class II—											
Minerals and their products :											
8 Manganese (ore).....	"	61,700	312,650	332,497	214,230	132,667	92	890	1,756	1,348	655
9 Gold (native).....	Kilo.	1,823	2,667	2,709	.....	.....	197	289	293	.....	.....
Sundry.....	Ton.	2,564	7,428	2,079	2,728	4,740	87	124	165	280	350
Total, Class II.....		64,266	320,081	334,579	216,958	137,407	376	1,303	2,214	1,628	1,005
Class III—											
Vegetables and their products—											
10 Raw cotton.....	"	20,056	16	3,565	2,025	2,131	1,200	1	443	412	377
11 Rice.....	"	42	11	28,603	16,732	13,050	1	.....	835	545	491
12 Sugar.....	"	5,103	16,716	64,846	44,838	21,606	61	463	1,522	1,657	835
13 Potatoes.....	"	.....	.....	1,491	1,931	310	.....	.....	16	16	2
14 Rubber.....	"	23,168	19,112	22,528	11,373	17,708	7,123	4,584	5,128	1,945	3,092
15 Cocoa (raw).....	"	12,822	23,006	28,616	23,405	36,542	7,712	1,375	1,357	1,079	2,906
16 Coffee (raw)†.....	1,000 bags.	4,752	6,766	5,653	5,182	8,496	15,809	14,373	12,915	11,081	44,781
17 Caranaba wax.....	Ton.	2,804	2,960	2,774	3,191	3,785	313	272	301	814	746
18 Manioc meal.....	"	2,299	2,187	10,877	37,845	19,233	25	28	158	885	357
19 Haricot beans.....	"	.....	1,398	66,204	44,264	28,202	.....	19	1,514	1,080	570
20 Fruits and nuts.....	"	15,294	18,010	11,641	11,803	9,232	86	83	59	66	56
21 Oil producing seeds.....	"	41,832	19,683	39,089	10,710	46,062	343	426	520	380	1,555
22 Tobacco.....	"	22,135	16,491	10,367	14,848	23,994	1,269	1,132	498	455	2,230

23 Mate (Brazilian tea).....	34,367	45,377	30,207	40,081	40,632	1,253	1,095	811	1,207	1,315
24 Timber.....	7,218	48,868	30,213	121,207	57,241	56	193	156	647	404
25 Maize.....	.....	.....	12,839	8,873	2,880	.....	.....	110	113	39
26 Vegetable Oil.....	33	298	1,233	4,287	1,374	5	24	96	579	161
Sundry.....	32,847	11,596	12,909	17,696	41,064	269	174	277	787	1,357
Total, Class III.....	509,892	637,852	723,140	731,211	383,302	28,525	24,242	26,716	24,208	61,281
Total, 26 merchandises.....	566,952	989,825	1,116,662	1,017,646	1,071,680	30,556	28,780	34,146	31,746	70,708
Total, sundry.....	40,646	23,584	20,545	36,117	68,893	512	441	702	1,666	2,676
Grand total of exports.....	607,598	1,013,409	1,137,207	1,053,763	1,140,573	31,068	29,221	34,848	33,412	73,384

NOTICE.—The average value per unit represents the quotient of the division of value F. O. B. for each kind of merchandise, according to quantity.
 ‡ Bags of 60 kilos. —In the total gross tonnage of export, each bag is shown with the weight of 61 kilos, including the weight of two bags.

TO ENSURE THE FRUITS OF VICTORY
 BUY VICTORY BONDS

ROYAL COLONIAL INSTITUTE'S SCHEME FOR TRAINING STUDENTS FROM THE OVERSEAS DOMINIONS IN BRITISH MANUFACTORIES.

The High Commissioner for Canada in London, England, has forwarded the following letter from the Secretary of the Trade and Industry Committee of the Royal Colonial Institute:—

"My committee has now in working order the scheme for finding manufacturers in this country willing to train students from the overseas dominions and colonies, who, having completed their university or high school courses, are desirous of pursuing industrial studies in factories in this country.

"Manufacturers are in almost all cases willing to make favourable terms for such students, especially in suitable cases, but it is stipulated that the applicants should be recommended by this committee and to this end, and to save time, it has been necessary to prepare a questionnaire, a copy of which is inclosed.

"A student filling in this form* and sending it to me direct or through your office will then be able to have his case attended to immediately."

The questionnaire follows:—

- (1) Full name.
- (2) Date and place of birth.
- (3) Nationality of parents.
- (4) Have you any relative concerned in an industry similar to that in which you desire training in this country, if so, in what capacity?
- (5) Education, stating degree and diplomas (if any).
- (6) Works or business experience (if any).
- (7) Type of training required (stating nature of industry in which experience is required, noting carefully any particular branch in which you desire to specialize).
- (8) Are you prepared to pay a premium if the particular works with which you desire to serve should require it?
- (9) Have you an appointment in view in _____ at the end of your training here?
- (10) Or do you desire to return to _____, branch house (if any) of the firm by whom you will be trained?
- (11) Or do you wish to practice individually or to set up a business of your own at the conclusion of your period of training?
- (12) Please state as exactly as possible the precise aim and purpose you have in view if not already set out in 9, 10, and 11.
- (13) Do you intend to attend university courses whilst undergoing training?
- (14) Please furnish two references as to character, working experience and general efficiency.

To the Secretary,

The Trade and Industry Committee,

Royal Colonial Institute,

Northumberland Avenue, London W.C.

* Provisional application only, subject to correction.

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool:—

"Liverpool, October 22.—About 2,400 barrels Nova Scotia apples, generally good. Kings, No. 1's best 62s. to 65s., others 53s. to 59s., No. 2's 51s. to 56s., Domestic 40s. to 45s., No. 3's 35s. to 36s. Ribston, No. 1's 43s. to 46s., slacks 35s. to 40s., No. 2's 30s. to 35s., Domestic 31s., No. 3's 25s. Blenheims, No. 1's best 55s. to 58s., others 41s. to 44s., No. 2's best 47s. to 51s., others 36s. to 41s., Domestic best 40s. to 42s., others 31s. to 33s., No. 3's 30s. to 31s."

"Glasgow, October 28.—11,384 barrels of Nova Scotian apples ex ss. *Ernemore*. Kings in excellent condition, Blenheims and Ribstons generally green and some of inferior quality. Market eager for red apples but slow for green. Kings, No. 1's and 2's 67s. 8d. or sixpence per pound if weighing out at less than one hundred and thirty pounds net, Domestic 50s. to 52s. Ribstons, few best 56s. to 62s., others 41s. to 46s., No. 2's few best 54s. to 60s., others 30s. to 38s., No. 3's 22s. to 28s. Blenheims, No. 1's best 56s. to 62s., others 46s. to 54s., No. 2's 46s. to 50s., Domestic 28s. to 30s., No. 3's 24s. to 30s. Gravensteins, No. 1's and 2's 50s., No. 3's 20s., twenty-ounce No. 1's 62s., Domestic 46s. Ontario No. 1's 50s."

"Liverpool, October 27.—Remaining lots ex ss. *Graciana*: Blenheims, No. 1's 46s., slacks 37s. 6d. Ribstons, No. 1's 30s. to 35s., Domestic and No. 3's 20s. to 21s."

IMPORTATION OF SHOVELS INTO JAPAN.

Mr. A. E. Bryan, Canadian Trade Commissioner in Yokohama, reports as follows on the importation of shovels into Japan:—

From inquiries made at the Department of Agriculture and Commerce here, I learn that the imports of shovels for 1916, 1917 and 1918 were as follows:—

	1916.		1917.		1918.	
	Lbs.	Yen.	Lbs.	Yen.	Lbs.	Yen.
England..	15,730	2,499	20,965	3,220	22,618	4,071
Dutch.. . . . .	.....	.....	7	1	.....	—
United States..	592	139	322	155	6,969	1,354
Others..	64	22	148	46	.....	—
Total..	16,386	2,660	21,172	3,422	29,587	5,425

Ordinary American hand spades sold up in Sapporo, Hokkaido, for yen 4.75 each, while the Japanese-made spade sold for about yen 1.90. Of course there was no comparison in quality of the two. American spades are imported with handles, but I have been informed that most of the importers bring in only spades or shovels without handles, which are made here.

PROSPECTIVE MARKET FOR CANADIAN GOODS IN HUNGARY.

The Canadian High Commissioner in London has received a letter from Captain Thomas Donaille, a Canadian who is serving in the office of the Hungarian Food Controller at Kozátelemezési Ministerium, I. 22, Budapest, in which he says:—

"As a Canadian allow me to bring to your notice the excellent opportunities which Hungary now offers to our business men. She is, as you know, naturally a wonderfully rich country, with an intelligent and industrious people, but to-day she finds herself forced to import foodstuffs of all sorts, clothing, boots and machinery.

"This department will be only too glad to render every assistance as well as supplying any information required. The Hungarian Food Controller's office is at present being run by a joint management of Hungarian and British."

TRADE BETWEEN WEST COAST OF CANADA AND MEXICO.

Mr. Norman King, the British Acting Consul General in Mexico City, forwards a letter he has received from Mr. William Wiseman, British Consul at Salina Cruz, Oaxaca, Mexico, reporting that there is very little chance of doing business with Canada on a large scale in this district, but that he is bringing the matter to the notice of merchants, and hopes to be able to persuade them to get trial shipments from Canada.

The principal exports from this district are: coffee, rubber, hides and skins, hard woods, dye woods, onyx (small quantities), sesame seeds, citrous fruits.

Very little exportation is being done at the present time on account of the unsettled condition of the country.

ADMISSION OF COMMERCIAL TRAVELLERS' SAMPLES AND PATTERNS IN CEYLON.

(British Board of Trade Journal.)

The Board of Trade have received from the Principal Collector of Customs, Colombo, copy of the rules for the admission of samples and patterns brought into Ceylon by commercial travellers, which have been made under section 16b (3) of Ordinance No. 5 of 1914.

The regulations are as follows:—

1. Bona fide commercial travellers bringing samples and patterns into Ceylon for the purposes of obtaining orders, and not for sale, are required to produce before the deputy collector a complete list, in duplicate, of the samples, giving a full description sufficient for identification and assessment of duty, and to make a declaration in the prescribed inward form.

2. After such examination as the deputy collector considers necessary, the package, together with one copy of the invoices duly stamped by the deputy collector, will be delivered after deposit of the ascertained duty.

3. A refund of the duty will be made on the application of the traveller if the samples, etc., are re-exported within six months from the date of importation, unless that time is specially extended by the principal collector.

4. To obtain this refund the traveller is required to deposit the packages at the baggage office, to produce the stamped copy of the invoice, together with the receipt granted to him at the time the deposit was made, and to make before the deputy collector a declaration in the prescribed outward form.

5. If the officer appointed to examine the packages is satisfied as to the identity of the goods, and that no articles have been sold, the full deposit will be refunded. In the event of any of the goods being sold, a drawback of seven-eighths of the duty only will be allowed.

6. Commercial travellers bringing in samples which are intended for sale are required to observe the following regulations:—

(a) To produce before the deputy collector invoices in duplicate containing a full description of the articles in each package sufficient for identification and the assessment of duty.

(b) To make a declaration before the deputy collector in the prescribed inward form.

(c) To pay the full amount of duty or to give security for the payment thereof to the satisfaction of the deputy collector.

A receipt will be granted to each traveller to enable him to claim the drawback referred to in rule 8.

7. One copy of the invoices, duly stamped by the deputy collector, will be returned to the traveller. The other copy will be retained by the deputy collector and attached to the inward declaration.

8. A drawback of seven-eighths of the duty will be allowed on all goods re-exported to a foreign port within six months from the date of importation, unless the period has been specially extended by the principal collector.

9. In order to obtain this drawback the traveller must produce at the baggage office the packages containing the goods on which the drawback is claimed, together with the copy of the invoices which was returned to him and the receipt for the payment of duty.

10. The charges officer will notify the deposit of the packages to the deputy collector, who will appoint a customs officer to examine the contents. The customs officer, if satisfied after comparison with the invoices that the goods on which the drawback is claimed are identical with the goods originally imported, will sign the certificate on form Customs 203 and obtain the deputy collector's order for the payment of the authorized drawback.

11. To avoid delay in the payment of drawback travellers should deposit the packages in the baggage office for examination before 12 noon, as no payment can be made after 2.30 p.m. (Saturdays, 12.30 p.m.).

12. Packages on which a drawback is claimed shall after examination be deposited in the baggage office till they are ready for shipment. Packages for India by the Talaimannar route will be booked through in the customs sealed van on payment of the usual charges, which can be ascertained at the baggage office.

13. In the case of diamonds and other precious stones which are imported for sale by commercial travellers, special arrangements may be made for the security of duty by the deposit of selected stones sufficient to cover the ascertained duty.

PACKING OF GOODS FOR CHILE.

The following paragraph appeared in *Weekly Bulletin* 818 (p. 679), in an article quoted from the *British Board of Trade Journal* on the subject of packing of goods for export to certain Latin-American countries:—

STENCILLING REGULATIONS.

Of general warnings, one that the shipping companies find frequently disregarded, is the stencilling regulation. It is obligatory that all cases, bales, etc., for Chile should have stencilled on them in black figures the port of destination as well as the net and gross weights in kilogrammes.

It now appears, in regard to these regulations for Chile, that distinctive marks and gross weights only are obligatory.

It is, however, recommended by the British Chamber of Commerce in Valparaiso that port of destination and net weights should also be stencilled on packages. Shippers in this country will no doubt wish to observe this recommendation in order to facilitate the handling of their consignments.

SS. FANAD HEAD.

SS. *Fanad Head*, one of the fleet of the Head Line of steamships, is a vessel of 8,500 tons dead weight, and was built in 1917 in Belfast, Ireland.

The Head Line steamers, of which Maclean Kennedy, Limited, Montreal, are the Canadian agents, have been carrying on a regular service between Canada and Belfast and Dublin for the past thirty years. Twelve vessels of the Head Line fleet were sunk by submarines during the war. The *Fanad Head* is one of the latest additions made to replace the lost tonnage. It is one of the most modern cargo liners afloat.

The illustration on the front page of this number of the *Weekly Bulletin* shows the *Fanad Head* loading in Montreal harbour.

IMPORT AND EXPORT REGULATIONS IN BULGARIA.

(*British Board of Trade Journal.*)

The Board of Trade are in receipt, through the Foreign Office, of translation of an order, dated the 6th August and published in the Bulgarian *Official Gazette* of the 13th August, limiting and defining the control over imports and exports exercised by the Department of Social Insurance.

Lists of goods which may be imported or exported without license are annexed to the order, which contains provisions aimed at securing that the prices of imported goods shall not be unduly inflated.

Details of the order are given below:—

1. From the date of the publication of this order, all other orders regarding import and export are annulled, and this order becomes law.

2. Are declared free the import and export of all the articles mentioned in the * annexed lists, so that it will not be necessary to apply to the department for special permits for these articles. All changes in these lists (exclusions or additions of other articles) will come into force one month after publication.

Special permits issued for import and export up to the present time remain valid, but on the other hand permits for goods not mentioned in these lists, the import or export of which shall not have been effected within three months from the publication of this order, will become null and void.

3. Every importer of goods must hold the original invoice from the vendor, certified by the Chamber of Commerce, society, or corporation of the Exchange, or accompanied by the official Exchange list, or, in the last resort, certified by some authority in the country from which the goods are exported. This invoice, signed by the importer with this inscription: "I hereby declare that the prices shown in the present invoice are the actual prices," must be deposited in duplicate with the Chamber of Commerce in whose district the goods are imported, or, if the customs house is in a town where there is no Chamber of Commerce, with the local district committee. The duplicate invoice, countersigned by the Chamber of Commerce or committee, will be returned to the merchant.

4. Every merchant must sell his goods wholesale accompanied by an invoice signed by himself and certified by the Chamber of Commerce or committee, who will verify the prices by those indicated in the original invoice deposited with them. The importer has the right to sell wholesale and retail, as also has his buyer, but after that the last buyer can sell only retail to the consumer, when the increase on the original price (viz., that of the importer), representing the merchants' profit (excluding only the cost of carriage) must not exceed for the first sale 15 per cent (if retail, 20 per cent), for the second sale 10 per cent (if retail, 20 per cent), for the third sale 15 per cent, or altogether, 40 per cent..

Every invoice issued by the merchants in connection with the sale of imported goods must be certified by the Chamber of Commerce (or by the committee, where there is no Chamber of Commerce), so that it may be clearly shown that the merchant is selling within the limits of profit established by law.

5. Members of Chambers of Commerce, in towns outside their central seat, are attached as members with a consultative voice to the local committee to advise on all questions which concern this order. Each Chamber will notify the respective committee of the name and address of its member in that town.

6. On the basis of the declared original invoices of goods imported in the area of a certain Chamber of Commerce or committee, these latter will publish weekly, by placard and by notices in the press, the prices fixed by them for imported goods for the information of the population.

* Only the list of goods the import of which is free is here reproduced.

The Chambers of Commerce and committees will have the fullest powers for the verification in every way of the invoices and prices presented, and are free to accept them or to fix others.

7. The right is given to the organs of the Chambers of Commerce to institute proceedings against any merchant who presents a false invoice or sells in excess of the fixed profit, and in general, against any one who violates the regulations of the Department of Social Insurance.

Independently of the legal penalties which may be imposed on the accused, the Chambers of Commerce will publish their names with a description of their offence, and will advise other merchants not to have any dealings with such persons. The same will be done by the Chambers of Commerce in the case of proceedings instituted by the district committees in places where there are no Chambers of Commerce, for which reason the committees will send copies of their protocols to the respective Chambers of Commerce.

8. In every case of the enforcement of this order the Chambers of Commerce and the local committees will mutually co-operate, so that in towns where there are Chambers of Commerce the law will be enforced by them, and in others by the local district committees.

9. For two months from the coming into force of this order, Chambers of Commerce and district committees may accept as original invoices not certified abroad (see paragraph 3), but after that period every invoice must be certified as stated.

10. The "Centrale des devises" will regard the permission of the department as having been given for the importation or exportation of any of the articles mentioned in the attached lists.

List of articles which may henceforward be imported into Bulgaria without the previous consent of the Department of Social Insurance.

NOTE.—The classification and nomenclature of this list are those of the Bulgarian Customs Tariff.

- 1a. Draught-oxen, cows, buffaloes, bulls.
2. Bulls, heifers, buffalo calves, from nine months to three years of age.
3. Pigs.
4. Meat, fresh and salted.
5. Meat, smoked or otherwise prepared.
6. Pork, fresh, salted, etc.
7. Preserved meat, all descriptions.
8. Fresh and curdled milk.
9. Butter made from the milk of cows, buffaloes, sheep and goats—fresh or melted down.
10. Cheese, ordinary, Dutch, etc.
11. Lard.
12. Honey.
13. Fish, fresh.
14. " salted.
15. " smoked or prepared in oil.
16. Caviar.
17. Grain (wheat, rye, etc.).
18. Barley.
19. Haricots (kidney beans).
20. Lentils, broad beans, peas, etc.
21. Flour (of all kinds of grain).
22. Semolina, rolled oats.
23. Macaroni, vermicelli, etc.
24. Tea.
25. Olives (conserved, etc.)
26. Oleaginous seeds.
27. Farinaceous foods for children ("Nestle," etc.)
28. Preserved fruit (without sugar).
29. Condensed milk (sweetened or otherwise).
30. Olive oil.
31. Oil of walnuts and sésame.
32. Other edible oils.
33. Cotton seed oil.
34. Oil of almonds, cocoanuts, etc.
35. Cod liver oil.
36. Candles (all kinds).
37. Washing soap.
38. Vegetable tar.
39. Vegetable glue.

- 40 Ordinary glue.
- 41 Mineral tar.
- 42 Heavy mineral oil, and the residue from refining crude oils, for burning.
- 43 Vaseline, for industrial purposes.
- 44 Coal and coke.
- 45 Foundry coke.
- 46 Firewood.
- 47 Other combustibles.
- 48 Charcoal.
- 49 Valonea.
- 50 Vegetable tanning materials (oak and pine bark, etc.).
- 51 Vegetable tanning extracts (all kinds).
- 52 Organic colours derived from tar (aniline, alizarine, etc.).
- 53 Mineral colours (natural and artificial).
- 54 Chalk.
- 55 Charcoal for drawing purposes.
- 56 Pencils (all kinds).
- 57 Indian ink (in powder or liquid).
- 58 Ink (in powder or liquid).
- 59 Slate pencils (ordinary, covered with paper or wood).
- 60 Leather polish.
- 61 Sulphate of ammonia.
- 62 Herbs, flowers, leaves, barks, root, mosses, and seeds of all descriptions used in preparing medicines.
- 63 Distilled waters in which the articles named in No. 62 have been boiled, with or without spirit.
- 64 Medicines described in the "Official Pharmacopeia."
- 65 Wood material (not planed and over 1 centimetre thick).
- 66 American grass.
- 67 Carriage-builders' necessities, axles, etc.
- 68 Rivets (wooden pegs and steel rivets).
- 69 Weaving combs and teeth for such combs.
- 70 Chairs and stools (excepting those of bent wood, carved, or varnished).
- 71 Straw hats (prepared with straw, shavings, esparto grass, bark, palm fibre, and any other vegetable fibre).
- 72 Pack saddles (finished and unfinished).
- 73 Lithographic stone.
- 74 Millstones (whole or in parts, fixed together or otherwise); hand grindstones.
- 75 Grinding stones and firestones.
- 76 Cement.
- 77 Pottery (ordinary, glazed or unglazed, not embossed; glazed, with decorations, embossed, etc.).
- 78 Vases, apparatus, bottles, etc., of stoneware, glazed or unglazed.
- 79 Porcelain ware (in one colour, undecorated).
- 80 Common glass, cast or moulded, undecorated.
- 81 Glass (panes for windows).
- 82 Lamp-glasses (ordinary and crystal).
- 83 Glasses, for watches, eyeglasses; and other optical glasses.
- 84 Electric lamps (globes).
- 85 Cellulose paste.
- 86 Paper; ordinary, writing, drawing, printing, registration, copy books, white, coloured and lined, glazed or otherwise; packing paper, blotting paper, filtering paper, test paper (litmus and turmeric); tarred paper (paper covered with bitumen and plumbago); paper bags including envelopes.
- 87 Cardboard of one or more sheets, weight from 200 grams per square metre, coloured or not in the composition.
- 88 All publications printed in the Bulgarian language, sewn or bound, excepting maps and atlases.
- 89 Books and other printed matter in foreign languages, also musical works (printed or lithographed).
- 90 Scientific maps, mechanical and architectural designs, white in sheets, sewn or bound (as atlases), fixed to cloth or in frames; geographical or astronomical globes, fixed on wood or combined with ordinary metals.
- 91 Raw hides, of cattle, whole or in pieces, dry or otherwise, salted or not.
- 92 Prepared and half prepared skins: sole leather, all qualities. Skins, whole, in halves or in pieces excepting those named; artificial leather prepared from the refuse of skins; "blanc" leather and tawed leather (whole or in pieces); "Russia" leather. "Steer," morocco and other leathers excepting those named; sheep leather and goat leather, and in general all leathers not dyed; all split leathers.
- 93 Transmission belts, combined or not with other materials.
- 94 Articles for boot and shoe manufacture, etc.: leather soles in square or round pieces; leather strips cured or uncured, for sandals; boot tops; upper leather, sewn, lined or unlined, with or without elastic bands; ordinary boots of coarse leather; splint "vachette" (cow hide), Russia leather, sheep leather, goat leather, and readymade sandals; boots of any other leather; boots of kid leather.
- 95 Rubber and gutta-percha (raw or melted).
- 96 Goloshes, rubber boots.
- 97 Material for sieves, of silk, horsehair, and different wire meshes.

TEXTILES AND TEXTILE GOODS.

98. Raw wool (washed or unwashed).
99. Wool of the alpaca, llama, vicuna, or yak, merino, and mongrel merino wools, camels' and goats' hair and cashmere wool, washed or unwashed.
100. All wool: washed and combed, even prepared for making thread and dyed.
- 101-2. All woollen thread, pure or mixed with vegetable textiles, with one or more threads, dyed or undyed.
103. Woven and knitted articles, of wool or other animal hair, mixed or not with cotton and other textile material.
104. Hats (excepting straw hats) of felt, beaver, and other materials; untrimmed (shapes only); trimmed, but without flowers or other ornaments; fezes with or without tassels; military and other uniform hats.
105. Raw cotton, carded or combed, and cotton combings.
106. Cotton-wool for medical purposes.
107. Cotton wads, all descriptions.
108. Cotton thread, "Soulán" unbleached and undyed.
109. Cotton thread, twisted, unbleached and undyed.
110. Cotton thread, twisted or not, bleached.
111. Cotton thread, twisted or not, dyed or printed.
112. Cotton thread, in skeins, white or dyed.
113. Sewing and crochet cotton, in reels, balls, cards, small skeins and other forms, white or dyed.
114. String and cord of cotton.
115. Cotton stuffs, unbleached, undyed.
116. Cotton stuffs, bleached or dyed after weaving in one colour, plain or twilled, with the exception of those specially named.
117. Cotton stuffs woven with dyed thread, in one or more colours.
118. Cotton stuffs, "barchet," "calmouks," flannels and quilts, cotton prints (calicoes), brilliant or otherwise; glazed calico and cretonne; printed handkerchiefs and blankets in lengths; and other printed stuffs.
119. Headkerchiefs "Yazma" undecorated.
120. Lampwick.
121. Dressing materials (medical), lint, marli, bandages, etc.
122. Flax and hemp: raw, peeled, carded or in wads.
123. Jute, phormium (New Zealand hemp) and other vegetable textiles not specially described, raw or combed.
124. Yarn of flax, hemp and ramie in skeins, bleached or dyed.
125. Sewing thread of flax, hemp, and ramie, in reels, cards, small skeins, etc.; unbleached, bleached or dyed.
126. Yarn of jute, phormium and other vegetable textiles not specially described, unbleached, bleached or dyed.
127. Thread of jute and other vegetable textiles (for sewing purposes), unbleached, bleached or dyed.
128. Twine of hemp, jute and other vegetable textiles not specially described.
129. Rope of hemp, jute and other textiles not specially described.
130. Rope work not specially mentioned.
131. Fishing nets.
132. Ticking, unbleached, bleached or dyed.
133. Stuff of linen and hemp, unbleached, bleached, dyed, or woven with dyed thread.
134. Coverlets, handkerchiefs, sheets, towels, curtains, etc., and similar articles of hemp, with or without a mixture of other vegetable textiles, in lengths, hemmed or with selva.
135. Cambric, lawn and other fine stuffs of linen, also handkerchiefs of these stuffs but not hemmed or with selvages.
136. Tissues of jute, for packing, mattresses, etc.; dyed for carpets.
137. Sacks, of jute.
138. Waterproof stuffs, etc., of any vegetable textiles: tarred, impregnated, or dressed with other materials; for packing, covering goods, vehicles or buildings, for lining boats, etc.; linoleum, etc.; oilcloth for tables, furniture and packing (cut in different shapes), and for copying and painting; oilsilk for medical purposes.
139. Costumes of woollen cloth.
140. Costumes of cotton cloth.
141. Costumes of flax and hemp cloth.

METALS AND METAL ARTICLES.

142. Ores of all descriptions.
143. Metals in ingots, plates, wire, bars, and other forms except those specially described.
144. Alloys of metals.
145. Copper, brass and bronze, in bars, plates, etc., not gilt or plated.
146. Copper and brass wire for telephones, electric connections, and other purposes.
147. Cables.
148. Household utensils of copper or brass.
149. Utensils, etc., of copper, brass or bronze, for factories and ships, steam engines, distilleries, refineries, dyers' and other industries; reservoirs, boilers, tubes and oil boxes.
150. Tin, pure or alloyed with antimony, in bars, plates or in sheets.
151. Type letters in lead and antimony, stereotype plate, blocks and all movable signs used in printing.

152. Articles of tin, pure or alloyed with lead, zinc, copper, antimony, etc., alloyed or not with ordinary metals. All the above in all qualities, but not gilded or plated.
153. Zinc, in sheets, plates, and other forms.
154. Iron and steel in bars, plates or sheets.
155. Rails and sleepers, iron or steel.
156. Iron bands for wheels, barrels, etc.
157. Sheet iron, thickness three millimetres or less.
158. Iron and steel plates in different forms.
159. Tin-plate and sheet iron, tinned, coppered, coated with zinc or lead, or only polished or painted.
160. Axles for carts and carriages, iron or steel.
161. Steel or iron wire, six millimetres in diameter.
162. Cast-iron goods, moulded, filed, tarred or painted with red lead; plates and parts used in the construction of buildings, bridges, stairways; wheels, and axles for trucks; and large shafts for machinery; pipes, conductors and hollow pillars, stoves and boilers; crucibles, and other similar vessels, not enamelled.
163. Iron or steel nails, screws and nuts, rivets, black nails and shoeing nails, wire nails of all sizes.
164. Horseshoes and shoes for bullocks.
165. Screws, nuts, iron or steel.
166. Anchors and anchor chains, iron or steel, not less than 10 millimetres in diameter.
167. Beds, iron and cast-iron, ordinary, painted and decorated, but not gilded.
168. Articles of iron or steel, roughly filed, not decorated, polished, enamelled or painted.
169. Articles of iron or steel, tinned, enamelled, lacquered, but not polished.
170. Articles of tin plate or sheet iron, tinned, enamelled, galvanized, coppered, but not painted or lacquered, fastened to wood or other ordinary materials.
171. Iron and steel tools, with or without ordinary handles.
172. Scythes.
173. Cutlery, iron or steel, mounted on wood or wood covered with leather, or iron, brass, bone or horn, polished or unpolished.
174. Surgical instruments.
175. Instruments and apparatus, mathematical, for drawing, physics, chemistry, and astronomy, including electric arc lamps, gas and water meters, electrical apparatus, and electric meters and registers, but not including photographic apparatus.
176. Machines, sewing and knitting, with the necessary parts: typewriters, counting machines and cash registers.
177. Weighing apparatus of wrought or cast-iron, even combined with other metals or with wood.
178. Machines for combing, carding, and cleaning, etc., wool, cotton and other weaving fibres.
179. Agricultural machines and implements; ploughs, spraying machines, sowing machines, binders, threshing machines, crushing or kibbling machines, winnowing machines, harrows, etc.
180. Pumps and hydraulic machinery for extinguishing fire, etc.
181. Money: gold having a lawful circulation in Bulgaria.

CARRIAGES, WAGONS, ETC.

182. Locomotives, tenders, guards-vans, motor trucks, and trucks of all descriptions for passengers and goods.
183. Tramway cars.
184. Small trucks, etc., that move on rails.
185. Carts of wood, and sleighs, not painted or jointed with iron except the ordinary iron bands for wheels, etc.
186. Chairs on wheels for invalids, and all small vehicles which are moved with the hands or feet.
187. Motor lorries; omnibuses for transport (excepting motor cars); and all the parts necessary.
188. Steam and sailing boats and all the necessary appliances; dredgers.
189. Boats hollowed out of one piece of wood.
190. Boats with a capacity of ten tons.
191. Flat boats and ferry boats in all woods, with the necessary appliances, having a capacity over ten tons.

OTHER ARTICLES.

192. Strings for musical instruments.
193. Umbrellas and sunshades, of all materials except silk or lace, embroidered, with plain handles, of wood, iron, bone, horn, celluloid, and other compositions.
194. Eiderdowns, mattresses, pillows, of plain stuffs, filled with cotton wool, wool or other materials, excepting feathers.
196. Rennet.
196. Silk-worms' eggs.
197. Ordinary and chemical manures.
198. Rags for the paper industry.

ITALIAN TARIFFS AND IMPORT RESTRICTIONS.

(British Board of Trade Journal.)

The recent Italian decree dealing with import prohibitions has been severely criticized by those who were hoping for the removal of all restrictions, and by others who maintain that it discriminates unfairly in favour of certain industries to the prejudice of the nation as a whole. In practice, however, its effect has been largely modified by concessions made in favour of various countries, and the present Minister of Commerce has declared that the era of dealing with import problems by means of prohibition lists is coming to an end. Interest accordingly centres in the revision of the existing customs tariff, in connection with which a parliamentary commission has been at work since July, 1917. The need for revisal is admitted on all hands, since the existing tariff was established in 1887 and is out of date both with regard to the classification of merchandise and to the duties imposed. The Italian Government has taken steps to free its hands by denouncing existing commercial treaties, or renewing them only for short periods. The commission, however, is not expected to report till 1920, and in the meantime, according to one of the leading commercial newspapers, a provisional revisal is to be made by a Royal Decree to be issued shortly. The statement lacks any official confirmation, but the journal in question has published what purports to be the text of the decree, and a full list of the new duties. The immediate object of the measure is said to be the necessity of preventing the Italian market from being flooded by goods from the Central Powers, favoured by the cheapness resulting from the low rate of exchange. About 120 out of the 472 articles in the tariff are affected, and the increase in duty varies in general from 20 to 400 per cent. The decree would not apply to "conventional" duties in the case of countries with whom a commercial treaty exists, nor in the case of these countries to the general list of duties unless a country has, since the beginning of the war, raised its own tariff against Italy.

When the Tariff Commission presents its report to Parliament, one of the main controversies will be the question of an "autonomous" as opposed to a "conventional" tariff system. In each there is a general or maximum tariff, but in the former case a limit is fixed, unalterable except by Parliament, below which the duty can never fall, while in the latter case the Government, in negotiating a treaty of commerce, is at liberty to reduce the duty as much as it pleases. The "conventional" system is that on which Italian tariff policy has hitherto been conducted. Its supporters are the "free traders" of Italy, and include the agriculturists, who maintain that only by favouring the admission of foreign manufactures can a sufficient market be found for their produce, which so far has constituted the principal Italian export. In a recent article in the *Corriere della Sera*, Dr. Einaudi, a well known economist, defends it on the ground that it is the main remedy for high prices. On the other hand the "autonomous" system is in favour with the industrialists, who maintain that only in this way is it possible to secure the stability required for the growth of industry, and who also say that it is a complete fallacy to argue that the welfare of agriculture depends on a "conventional" policy. The present Minister of Commerce has stated in Parliament that the Government is inclined to the "autonomous" system, but what the decision will be when the question comes up for settlement it is impossible at the present moment to foretell.

FRENCH NAMES FOR TOOLS AND MACHINES.

The Assistant to the Commissioner General in Paris, France, writes under date of October 10: When Canadian manufacturers are writing to customers in France it is well to use so far as possible the nomenclature current in the trade in France. Following are translations of the French names of some of the tools and machines in demand in France:—

Machines-outils.	Machine tools.
1. Alésoirs.. . . .	Reamers.
2. Appareils de levage.. . . .	Lifting machinery.
3. Boulons.. . . .	Bolts.
4. Chaînes de sûreté.. . . .	Safety chains.
5. Cisailles.. . . .	Shearing machines.
6. Coussinet.. . . .	Bearing.
7. Coussinets à billes.. . . .	Ball bearings.
8. Coussinets de filière.. . . .	Cutters (screw plate).
9. Crochets.. . . .	Hooks.
10. Erous.. . . .	Nuts.
11. Etaux limeurs.. . . .	Shaping machines or shapers.
12. Filières.. . . .	{ Screw plates Threading plates } making thread on bolt.
13. Forets.. . . .	Drills.
14. Fraises.. . . .	Milling cutter.
15. Fraiseuses.. . . .	Milling machines.
16. Grues.. . . .	Cranes.
17. Machines à affûter les outils.. . . .	Tool grinders.
18. Machine à fraiser.. . . .	Milling machine.
19. Machines à meuler.. . . .	Grinders.
20. Machines à meuler à meule émeri..	Emery grinders.
21. Machines à outil pour chemins de fer.. . . .	Railroad machine tools.
22. Machines à polir.. . . .	Polishing machines.
23. Machines à rectifier.. . . .	Precision grinding machines.
24. Machines à tarauder les tubes.. . . .	Pipe threading machine.
25. Machines à laminier.. . . .	Rolling mills machinery.
26. Machines de tôleries et chaudronneries.. . . .	Boilermaking machinery.
27. Machines d'extraction.. . . .	Excavating machines.
28. Mèches.. . . .	Bits.
29. Mèches pour percer le bois.. . . .	Auger bits.
30. Mortaiseuses.. . . .	Slotting machines.
31. Perceuses.. . . .	Boring machines.
32. Poinçonneuses.. . . .	Punching machines.
33. Cisailles poinçonneuses.. . . .	Punching shears.
34. Raboteuses.. . . .	Planing machines or planers.
35. Robinets.. . . .	Valves.
35a. Scies à métaux.. . . .	Metal saws.
36. Tampons.. . . .	Buffers.
37. Taraudeur.. . . .	Threading.
38. Tarauds.. . . .	Taps (making thread in nut).
39. Tendeurs.. . . .	Layers.
40. Tours.. . . .	Lathes.
41. Tours à fileter.. . . .	Thread-cutting lathes.
42. Tours automatiques.. . . .	Automatic lathes.
43. Tours verticaux.. . . .	Vertical lathes.
44. Treuils.. . . .	Windlass.
45. Tube.. . . .	Pipe.

Canadian firms desiring to sell any of the above articles in France may write for information to the Commissioner General for Canada in France, 17-19 Boulevard des Capucines, Paris, France.

NEW BELGO-FRENCH SHIPPING LINE.

An important maritime company, with a capital of 25,000,000 francs, is being formed at Antwerp.

According to the press it is proposed to establish a Belgo-French shipping combination, whose lines will serve Canada, the United States, Central and South America, the Antilles, and the Pacific, with Antwerp as base. Belgium influence will predominate, and the ships will sail under the Belgian flag.

It is expected that certain American interests will participate in the concern.

BRITISH BOOT TRADE COMBINES FOR EXPORT.

(Times Trade Supplement.)

On September 6 a general outline was given in these columns of a scheme that was being considered among boot manufacturers for the formation of a co-operative system of selling for export. The plan foreshadowed has now materialized, and a company entitled The British Shoe Manufacturers (Limited), has been registered for the purpose of carrying it out.

This company, whilst conducting its affairs on strictly business lines, will not have as its object the making of more than very moderate profits for itself, but will work in the interest of the several firms that will be its constituents.

CONSTITUTION.

The British Shoe Manufacturers will have for its shareholders, except in so far as the directors' qualifying shares are concerned, not individuals but firms of boot and shoe manufacturers who desire to associate themselves either as to the whole or as to a part of their export trade with this central selling agency. The directors propose to make it a condition of placing continuous or frequent orders with any firm, that that firm shall have taken a certain number of ordinary shares in the company; at the outset it is proposed to offer shares to about 200 of the leading makers of footwear suitable for export trade, and particularly suitable for other than colonial markets.

The aim of the company is to introduce British boots and shoes to markets where, in 1914, they were little in demand. The British dominions were very well catered for by manufacturers' agents, and, whilst these latter may come within the purview of the company, the directors propose for the present to use the organization for the much more important task of utilizing this combination of the best firms in the country to capture new foreign markets and to develop the export trade in boots and shoes. Such action is clearly dictated by national considerations; it is none the less required on the grounds of self-interest. The home trade has, during the period when it has been protected from the severe competition that characterized it in pre-war days, immeasurably improved its standard of production. Such improvement can best be maintained by securing that there is a ready market for any quantity of boots and shoes produced in excess of the extent of the demand of the home trade.

ORGANIZATION.

The organization of the company will be centralized in London and will work through representative local committees of manufacturers in all the principal boot-producing centres. The central organization, which will be the London office, will be concerned mainly in selling the boots and shoes manufactured in the producing centres. This organization will be in close touch with the large trading corporations, with foreign governments, and with organizations opening up British trading interests abroad. It will secure that such bodies have placed before them boots specially suitable for the markets in which they are operating, and it will be prepared to supply them with very large quantities of goods. Further, since the interest of the company will be in securing a permanent footing in the the new markets, it will supply articles at the lowest possible prices. Those responsible for the company realize that for the subsequent development of its operations it will probably, during the present period of reconstruction, have to satisfy a considerable number of trial and emergency orders made up of stock, collected at short notice, to enable British representatives to meet immediate necessities of the devastated areas of Europe; but such trade will not be its principal object, even now.

This central organization, with its complete range of samples of British production, with the principal firms in the country its constituent members, with the intimate knowledge it will rapidly acquire of the productive capacity of every firm, both numerically and in the quality and reliability of workmanship, with its knowledge of the extent to which each of these firms can undertake new orders, presents a vista of commercial organization which should make it indispensable to foreign buyers, and should enable the country's export trade in boots to be multiplied many times.

This central organization has already commenced operations, and it is understood has received sufficient orders to exhaust the present capacity for export of its members for several weeks ahead.

LOCAL ORGANIZATION.

In each of the principal boot manufacturing districts of the country the company will have a resident director. He will form the nucleus of a committee of the local shareholders, and this committee will be utilized by the central organization in the placing of orders.

The local committees will proceed immediately to prepare a standard range of samples of boots suitable for the various markets in which the company proposes to operate. These samples will be on view at the London office and at the disposal of the merchanting houses exporting boots.

By this means a complete organization of manufacturers will be formed with the central office exercising a control over the placing of orders, which control should operate to secure that manufacturers will have placed before them large bulk orders such as will enable them to secure all the advantages of a large scale of production that can come through standardization.

INCREASED COST OF FOOTWEAR IN NEW ZEALAND.

(Vice-Consul Charles G. Winslow, Auckland, in United States Commerce Reports.)

The price of imported footwear increased from 10 to 20 per cent commencing with July 1. The advances are estimated from approximately 24 to 73 cents per pair on men's and women's shoes, according to the fluctuation of the market and the style of footwear.

At the present time some American footwear is being imported, but only the better grades, because of the high duty. It is almost impossible to import English shoes, but Australian shoes are being imported in fairly large quantities. Leather for uppers, including willow and box calf glacé, and patent, is imported from America and Australia, and although a certain amount of sole leather is manufactured locally the fine grades are also imported.

New Zealand-made shoes are steadily increasing in popularity, but at the present time the industry is greatly handicapped by the dearth of labour and the difficulty of rail transportation, as the Government has restricted the railways from carrying shoes during the present coal shortage.

TO ENSURE THE FRUITS OF VICTORY
BUY VICTORY BONDS

IMPORTS OF FLOUR INTO THE WEST INDIES, 1915-1918.

Mr. L. M. B. Meyers, assistant to the Canadian Trade Commissioner for the West Indies, sends the following statistics of flour imports into the West Indies:—

		1915 to 1918.
Trinidad.. . . .	barrels.	997,517
Jamaica.. . . .	"	845,371
Barbados.. . . .	"	277,016
British Guiana.. . . .	"	603,261
Windward Islands.. . . .	pounds.	35,022,835
Leeward Islands, 1915 to 1917.. . . .	barrels.	151,663
	1918 (estimate about).	50,000

MARKET FOR FURS IN GENEVA.

(*Consul Lewis W. Haskell, Geneva, Switzerland, in United States Commerce Reports.*)

There is a market in Geneva at present for American furs and skins. Geneva is a good fur centre. It is estimated that there are between 3,000,000 and 4,000,000 francs' (\$579,000 to \$772,000) worth of furs and skins sold annually in Geneva alone, and approximately 12,000,000 francs (\$2,316,000) worth sold annually in the entire country. Before the war, and even during the early part of the conflict, purchases were made by the larger local firms through agents in the United States, but in late years all the purchases have been made through London. Since it is mostly American furs that are sold on the London market, there is no reason why they should not come directly to this country from the United States. Local dealers say that this is the logical way to transact business, and state that Swiss dealers can furnish American buyers with Swiss foxes, martens, and other local furs in exchange when relations are established. Up to the present time London has succeeded in dominating the Swiss market; and large London houses are already sending out lists of their sales (which take place three or four times a year), stating the quantities and varieties which will be disposed of.

LONG CREDITS TO DEALERS—GOOD PROSPECTIVE MARKET.

The fur trade is one of long credits and great confidence. The quantity of capital involved makes these features necessary, and they are well established in Geneva. Two of the largest houses have been in business here for over forty years and have an international reputation. Before the war London sellers accepted one-fourth payment down on large orders, leaving the remainder at the disposal of the purchaser at an interest of 5 per cent. One large local dealer states that it was his custom to settle his accounts of purchases just before Christmas every year. Since the war most sales have been made for cash, but there is no reason to believe that conditions will not revert to the old basis.

Undoubtedly future developments in the political life of Geneva will increase its foreign population greatly and attract exactly the kind of a clientele most desired by fur dealers. During the war the trade fell off greatly on account of the general inability of the people to invest in expensive garments. However, most of the dealers were able to pull through easily on account of the enormous increase in prices.

THE RIGHT SORT OF SALESMAN FOR INDIA.

(Consul E. Verne Richardson, Karachi, in United States Commerce Reports.)

In India the requirements of successful salesmanship are unique. There are over 300,000,000 inhabitants to be considered as representing the country's buying strength; of these but a relatively small number are of European descent. Clearly, therefore, commercial methods framed to meet the exigencies of a market governed by European ideals will require liberal amendment if they are to be successfully applied to non-European conditions. In like degree a man who understands thoroughly the complications of commercial intercourse with the former may fail entirely through not understanding the vastly different intricacies of the latter.

QUICK RESULTS NOT ALWAYS POSSIBLE.

The responsible head of the house who stays at home must also be taught how wide is the divergence between the two fields of enterprise. Immediate results, orders by mail or cable within a few days of the salesman's arrival in his new sphere, are seldom possible. Just here the man at home is often led into error and the salesman abroad called to account for not doing as he has been wont to do elsewhere.

Of India in a marked degree it is true that quick sales are improbable, for India is not a country of hurry. This will appear at a glance. In Karachi, for example, the banks open for business at 11 o'clock in the morning, the average business man is seldom in his office before that hour, and thus the day's work must be done in at least two hours less time than in more familiar countries. An hour and a half for luncheon is quite the usual thing; by 5 o'clock the offices are deserted.

The consequence is that the day's work is materially reduced in volume, hours for engagements are fewer, and the salesman, fresh from America, full of American enthusiasm and keen to get results, is often obliged to submit to delays which he finds irksome; but the only way to do business in India is to do it in India's fashion. The salesman who hopes to "make good" here must be sufficiently adaptable to conform gracefully to the peculiar business customs of the country.

EXECUTIVE AUTHORITY AN ESSENTIAL TO SUCCESS.

For two principal reasons the salesman sent to India should be a man endowed by his firm with full executive authority. The first is its effect upon his standing, particularly in transactions with native firms. The proprietors of these firms, many of them of large means and large interests, do not hesitate to display an easily discoverable predilection for dealing with men of an equivalent status. A member of the firm or a director of the company will find it much less difficult to get through the veneer of native reserve than an irresponsible employee. Next to the partner or the director the fully authorized salesman holds place. He, too, can approach the native merchant with good chance of success, and it is never a mistake for such a salesman to advertise, with discreet modesty, the confidence reposed in him.

A second reason for the fully authorized salesman is the long distance between India and the United States. A month for mails, often more, and frequent delays in cable services, make it essential that reference to the head office be seldom necessary. Confidence is inspired by the salesman who can give the final yes or no to all questions which may arise, and only by such a one. A man who is held by his firm in sufficiently high esteem to be granted this executive authority is presumably one whose judgment will be respected, and whose failure to send immediate orders will be understood to indicate not inactivity but a careful preliminary studying of conditions, the only substantial basis for sound dealing in a foreign field.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending October 24, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	136,369	43,768	68,461		44,199	292,797
Empire Elevator Co.	*254,597	102,931	17,708	11,280	24,227	410,743
Consolidated Elevator Co.	*350,603	91,545	50,375	17,757	18,266	528,546
Ogilvie Flour Mills Co.	347,853	90,403	76,318		30,959	545,533
Western Terminal Elevator Co.	*110,159	72,646	10,670	16,277	4,282	214,034
G. T. Pacific.	260,252	307,657	44,641	17,488	18,158	648,196
Grain Growers' Grain Co.	191,302	278,870	127,878		75,808	673,858
Fort William Elevator Co.	201,353	291,523	55,631	13,393	37,429	599,329
Eastern Terminal Elevator Co.	8,185	2,869	264		103	11,421
Northwestern Elevator Co.	242,035	28,281	29,858	45	4,657	304,876
Port Arthur—						
Port Arthur Elevator Co.	498,029	318,837	135,086	27	56,906	1,008,885
Sask. Co-op. Elev. Co.	432,137	186,322	44,996	11,822	6,882	682,159
Can. Govt. Elev.	63,016	52,084	19,350	25,727	9,870	170,047
Thunder Bay.	*201,294	287,440	78,045	8,220	14,748	589,747
Davidson & Smith.	62,505	101,632	42,485		7,229	213,851
Eastern-Richardson.	119,323	103,989	32,098	6,860	23,009	285,279
Vancouver Can. Govt. Elevator.	3,046	28,413	1,385			32,844
Total terminal elevators . . .	3,482,058	2,389,210	835,249	128,896	376,732	7,212,145
Saskatoon Can. Government Elevator..	229,459	86,107	1,538		14,028	317,104
Moosejaw Can. Government Elevator..	215,286	101,391	6,264	568	1,270	328,807
Calgary Can. Government Elevator....	438,643	74,435	9,647	113	3,020	525,858
North Transcona, C.P.R.						
Total interior terminal elevators	883,388	261,933	17,449	681	8,318	1,171,769
Depot Harbour.	226,311					226,311
Midland—						
Aberdeen Elevator Co.	398,197	73,753	70,000			541,950
Midland Elevator Co.	299,489	210,549				510,038
Tiffin, G. T. P.	1,794,515					1,794,515
Port McNicoll.	958,369	72,794				1,031,163
Collingwood.						
Goderich—						
Elevator & Transit Co.	401,687	96,234				497,921
Western Canada Flour Mills Co., Ltd.	470,052					470,052
Toronto—						
Campbell Flour Mills Co.			Not reported.			-
Kingston—						
Montreal Transportation Co.						-
Commercial Elevator Co.						-
Port Colborne Dom. Govt. Elevator.						
" Maple Leaf Milling Co., Ltd.	183,597					183,597
Prescott.						
Montreal—						
Harbour Commissioners No. 1	2,502,983	251,538	405,988		28,400	3,188,909
" No. 2	1,917,396	251,378	83,758		50,268	2,303,400
Montreal Warehousing Co.	1,369,449	19,556	54,147			1,443,152
Ogilvie Flour Mills Co.	398,100	15				398,115
Quebec Harbour Commissioners.	75,022	9,700				84,722
West St. John, N.B., C.P.R.	87,145					87,145
St. John, N.B., Can. Nat. Rys.						- 1114
Halifax, N.S.	40,626					40,626
Total public elevators.	11,123,538	985,517	613,893		78,668	12,801,616
Total quantity in store.	15,488,984	3,636,660	1,466,591	129,577	463,718	21,185,530

* Figures adjusted to compare with yearly weigh-up. + Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended October 24, 1919.**

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		16,679	55,522		72,201
No. 1 Northern.....		696,055	544,801	4,920,916	6,161,772
No. 2 ".....		544,670	111,874	2,647,275	3,303,819
No. 3 ".....		454,210	28,464	2,294,555	2,777,230
No. 4 Wheat.....		267,592	1,480	305,837	574,929
No. 5 ".....		113,854			113,854
No. 6 ".....		34,924			34,924
Other.....		1,354,074	141,246	954,935	2,450,255
Totals.....		3,482,058	833,388	11,123,538	15,488,984
Oats—					
No. 1, C.W.....		109			109
No. 2, ".....		433,711	73,369	284,247	797,327
No. 3, ".....		555,927	21,634	313,766	891,327
Ex. No. 1 Feed.....		33,525	21,813	112,735	168,073
No. 1 Feed.....		154,731	26,235	7,309	188,275
No. 2 ".....		529,598	38,325	112,183	680,106
Other.....		675,669	80,557	155,277	911,443
Totals.....		2,389,210	261,933	985,517	3,636,660
Barley—					
No. 3, extra C.W.....		709			709
No. 3, C.W.....		175,795	754	156,484	333,033
No. 4 ".....		283,688	9,340	337,549	630,577
Feed.....		106,893	2,673	94,711	204,277
Rejected.....		147,244	2,423	25,149	174,821
Other.....		120,920	2,254		123,174
Totals.....		835,249	17,449	613,893	1,466,591
Flax—					
No. 1, Northwestern Canada.....		113,865	674		114,539
No. 2, C.W.....		7,705			7,705
No. 3, ".....		4,328	4		4,332
Rejected.....			3		3
Other.....		2,998			2,998
Totals.....		128,896	681		129,577
Rye—					
No. 1, C.W.....		2,510			2,510
No. 2, ".....		212,274	3,020		215,294
No Grade.....		28,216			28,216
Rejected.....		60,714			60,714
Other.....		73,018	1,270	78,668	152,956
Totals.....		376,732	4,290	78,668	459,690
Corn.....			4,028		4,028
Total quantity in store.....		7,212,145	1,171,769	12,801,616	21,185,530

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on October 24, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>October 24, 1919—</i>			
Terminal Elevators.....	3,482,058	3,730,087	7,212,145
Interior Terminals.....	883,388	288,381	1,171,769
Public Elevators in the East.....	11,123,538	1,678,078	12,801,616
Total.....	15,488,984	5,696,546	21,185,530
<i>October 25, 1918—</i>			
Terminal Elevators.....	9,101,251	3,605,262	12,706,513
Interior Terminals.....	2,128,166	412,591	2,540,757
Public Elevators in the East.....	3,809,507	1,005,334	4,814,841
Total.....	15,038,924	5,023,187	20,062,111
<i>October 26, 1917—</i>			
Terminal Elevators.....	5,861,978	4,598,544	10,460,522
Interior Terminals.....	454,991	191,598	646,589
Public Elevators in the East.....	7,670,691	832,494	8,503,185
Total.....	13,987,660	5,622,636	19,610,296
<i>October 27, 1916—</i>			
Terminal Elevators.....	9,131,256	5,164,701	14,295,957
Interior Terminals.....	313,364	60,465	373,829
Public Elevators in the East.....	6,719,420	8,859,146	15,578,566
Total.....	16,164,040	14,084,312	30,248,332
<i>October 29, 1915—</i>			
Terminal Elevators.....	14,777,510	3,444,416	18,221,926
Interior Terminals.....	109,852	60,994	170,846
Public Elevators in the East.....	5,067,656	919,930	5,987,586
Total.....	19,955,018	4,425,340	24,380,358
<i>October 29, 1914—</i>			
Terminal Elevators.....	12,186,565	3,718,699	15,905,264
Interior Terminals.....	197,337	22,975	220,312
Public Elevators in the East.....	7,304,686	1,608,236	8,912,922
Total.....	19,688,588	5,349,910	25,038,498

Quantity of United States Grain in Store at Public Elevators in the East for the week ended October 24, 1919.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Montreal Warehousing Co.....	59,578					59,578
Harbour Commissioners No. 1.....			33,426			33,426
" " No. 2.....					1,611	1,611
Midland Elevator Co.....				49,605		49,605
Tiffin, G.T.P.....	50,923					50,923
	110,501		33,426	292,454	1,611	437,993

NEW INCORPORATIONS.

Dominion.

Rockland Cocoa and Chocolate Company, Limited. Incorporators: William Symon Morlock, Sydney Ellis Wedd, Roy Beverley Whitehead, Bruce Victor McCrimmon and Richard Coulton Berkinshaw, solicitors—all of Toronto. Capital \$1,000,000, divided into 200,000 shares of \$5 each. Chief place of business, Toronto.

Upressit Cap Co. of Canada, Limited. Incorporators: Charles Herbert Croft Leggott, John Forbes and Edna Fitzsimons, accountants; William Walter Perry, secretary; Walker Whiteside, student; Gertrude Slater, Nellie Macdonald, Ethel Hawkes and Gladys Adams, stenographers—all of Toronto. Capital \$1,000,000 divided into 100,000 shares of \$10 each. Chief place of business, Toronto.

Seagrave-Loughead Co., Limited. Incorporators: Warren Edmund Seagrave, Windsor, manufacturer; Harry William Loughead and William John Thompson, manufacturers; Mary Ellen Oxenham, accountant; and Florence Viola McGregor, stenographer—all of Toronto. Capital \$300,000, divided into 6,000 shares of \$50 each. Chief place of business, Sarnia.

Wilson Canadian Company, Limited. Incorporators: Willis Bertram Sturrup, office manager; Thomas Stewart Hagan Giles, accountant; James Moffat Forgie and Craig Allan St. Clair McKay, barristers-at-law; and Olive Harland, law clerk—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Toronto.

Franco-British Country Elevators, Limited. Incorporators: Mary Jackson, stenographer; John Charles Knox, accountant; Oliver Garfield McNabb, merchant; Alexander Farquhar, barrister-at-law; and Joseph Moise Bessette, grain merchant—all of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Winnipeg.

Peacock Brothers, Limited. Incorporators: Francis Toy Peacock and Frederick Alonzo Peacock, engineers; John Bryson, manager; Arthur Francis Cagney, salesman; and Leon Daoust, clerk—all of Montreal. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Montreal.

Dodge Manufacturing Company of Canada, Limited. Incorporators: James Steller Lovell, accountant; William Bain, book-keeper; Robert Cowans, John Henry and Ernest Harold Stewart, solicitor's clerks—all of Toronto. Capital \$300,000, divided into 12,000 shares of \$25 each. Chief place of business, Toronto.

Montreal West Milling Company, Limited. Incorporators: Domina Potvin, of Laprairie, Quebec, merchant; Zephir Bastien, of Ste. Anne des Plaines, Quebec, traveller; Wilfrid Ernest Mahon, Montreal, merchant; Georges Albert Dubé, of Angeline, Quebec, merchant; and Egbert Gervase Mahon, of Howick Station, Quebec, merchant. Capital \$150,000, divided into 1,500 shares of \$100 each. Chief place of business, Montreal.

Charles A. Davies & Company, Limited. Incorporators: Mervil Macdonald and Edwin Smily, barristers-at-law; James Arthur Mason and Robert Roy McKay, students-at-law; and Bertha Rive, stenographer—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Toronto.

Save-U Gas Company, Limited. Incorporators: Henry Judah Trihey, Michael Thomas Burke and Arthur Reginald Plimsoll, advocates; Patrick Mullin, accountant; Walter Moore Kavanagh, financial agent—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Havana Marine Terminals, Limited. Incorporators: Gordon Walters MacDougall, K.C., Gregor Barclay and Adrian Knatchbull-Hugessen, advocates; James Ceary Cartwright, office manager; Evelyn Tudor, stenographer—all of Montreal. Capital \$30,000,000, divided into 300,000 shares of \$100 each. Chief place of business, Montreal.

Yeates Machinery & Supply Co., Limited. Incorporators: John Wilson Cook, King's Counsel; Allan Angus Magee, Theodore Biglow Heney and Maurice Goudrault, advocates; Margaret Teresa Darragh, accountant—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

Electric Bakery, Limited. Capital, \$100,000. Registered office, Vancouver.

Texas and Pacific Coast Oil Company, Limited. Capital, \$50,000. Registered office, Prince George.

Woodward's, Limited. Capital, \$1,000,000. Registered office, Vancouver.

Manitoba.

The Capital Dray and Express Company, Limited. Incorporators: Robert Johnston Hardy, drayman; Agnes Hossack Hardy, wife of the said Robert Johnston Hardy, George Clarkson Hardy, student—all of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Winnipeg.

Laura Mines, Limited. Incorporators: George E. Hoyt, miner; Edward F. Rasey, conductor; Kenneth J. Rasey, mechanic; T. Duff Smith, manager; and Charles N. Dalglish, barrister—all of Winnipeg. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Chief place of business, Winnipeg.

Ontario.

The McLagan Furniture Company, Limited. Incorporators: James Aitchison, John Wellington Pickup, Norman Stuart Caudwell, and Robert Elmer Fennell, barristers-at-law; and Harriet Jeannette Wilson, stenographer—all of Toronto. Capital \$600,000, divided into 6,000 shares of \$100 each. Head office, Stratford.

Sky Brothers, Limited. Incorporators: Loretto Duggan, spinster; William John Grummett, student-at-law; and Wilfrid Wright Parry, Gordon Nicholas Shaver, and Alexander Robertson Cochrane, solicitors—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

British Matachewan Gold Mines, Limited. Incorporators: Joseph Montgomery, barrister-at-law; Teddy Oke, salesman; Russell Edwards Evans, accountant; and Hazel Parkes and Fanny Cox, stenographers—all of Toronto. Capital \$3,000,000, divided into 3,000,000 shares of \$1 each. Head office, Toronto.

Gold Centre Mines, Limited. Incorporators: Morley Punshion van der Voort, Morley Carman van der Voort, and Murray Herbert Gillam, barristers-at-law; and Ethel Barry and Lillis Sleeth, stenographers—all of Toronto. Capital \$3,000,000, divided into 3,000,000 shares of \$1 each. Head office, Toronto.

Hudson-Parker Sales Corporation, Limited. Incorporators: Edgar Fewster Houghton Parker, of Montreal, department store manager; William Frederick Corbett and Herbert Hudson, manufacturers; John McDougall Millar, manager; Lever Brothers, Limited; and Herbert Russell Sharrard, shipper—all of Toronto. Capital \$40,000, divided into 4,000 shares of \$100 each. Head office, Toronto.

Dolomite Products Company, Limited. Incorporators: Melville Burgoyne Robertson Gordon, consulting engineer; Joseph Alexander Walker Archer, mining engineer; Alexander Watson, merchant; Alice Elizabeth Ginn, stenographer; and Arthur Russell Nesbitt, barrister-at-law—all of Toronto. Capital \$100,000, divided into 100,000 shares of \$1 each. Head office, Toronto.

Rapid Electrotpe Company, Limited. Incorporators: Roland Oliver Daly, Gerald Murphy Malone and Albert Mearns, solicitors; Jennie Helen Miller, stenographer; and Frederick Lawson Whatley, accountant—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Head office, Toronto.

TENDERS INVITED.

SOUTH AFRICAN RAILWAYS AND HARBOURS.

Linseed Oil; Buffalo Hides.

A copy of tender form No. 227 for the supply of linseed oil for the South African Railways and Harbours has been received from the office of Mr. W. J. Egan, Canadian Trade Commissioner, Cape Town, South Africa. Tenders close at Johannesburg on Monday, November 10, 1919.

A copy has also been forwarded of tender form No. 229 for the supply of buffalo hides for the South African Railways and Harbours. Tenders close at Johannesburg on Monday, November 24, 1919.

The tender form and conditions of tender in both cases may be seen by Canadian manufacturers interested at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., and VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, ST. MARYS, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

2973. **Cheese.**—A London firm have an inquiry from their Antwerp house for cheddar cheese and would like to receive quotations from Canadian exporters.

2974. **Feather fans.**—A London firm ask for the addresses of Canadian manufacturers of feather fans.

2975. **Bolts and nuts, washers, wire nails.**—A firm in Dublin, Ireland, desire quotations from Canadian manufacturers of bolts and nuts, light washers, galvanized and coppered wire, shoe rivets, tacks, nails, etc. Specifications available at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

2976. **Synthetic drugs, essential oils, etc.**—A London company who are manufacturers of, and dealers in, chemicals, report an opening for synthetic drugs, essential oils, etc., and wish to get into touch with Canadian manufacturers.

2977. **Portable houses.**—A London company ask for the addresses of Canadian manufacturers of portable houses.

2978. **Dried milk powder.**—A firm of export merchants in London, England, desire to be placed in touch with Canadian manufacturers of dried milk powder.

2979. **Confectionery, tinned fruits, meats, etc.**—A leading firm of importers in Dublin, Ireland, desire to be put in touch with a few of the leading confectionery manufacturers in Canada, also importers of tinned fruits, meats, etc., with a view to representing them in Ireland either on a commission basis or as purchasing agents.

2980. **Wood-pulp.**—A Rouen, France, commission transit and shipping house wishes to get in touch with Canadian shippers of mechanical and sulphite wood-pulp in order to secure representation. Has excellent facilities for distribution.

2981. **Refrigerators.**—A Lyons, France, firm of refrigerator builders, who bought from Germany, Switzerland, and Denmark, wants to buy refrigerating machinery of Canadian make (compressors, condensers and expansion apparatus from 5,000 to 100,000 frigories per hour).

2982. **Agency in Paris.**—A commission agent who has been in Canada for some twelve years, and is now in Paris, wishes to import from Canada lumber, wood-pulp, apples, and all alimentary products.

2983. **Cheese, coal, cattle.**—A French importer desires to get into touch with Canadian firms so as to import into France, cheese, coal and cattle (especially milking cows).

2984. An export firm in Montreal has received an inquiry from the United Kingdom for hard maple rollers, quarter split, octagon, free from knots and splits, varying from 22 inches by 5½ inches to 25 inches by 6½ inches.

2985. **Indian fancy leather goods.**—A Paris agent for leather goods would like to be put into correspondence with Canadian firms so as to import into France from Canada Indian fancy leather goods, such as moccasins, etc.

2986. **Alimentary products.**—A commission agent solicits the representation in France of Canadian firms exporting alimentary products. The inquirer states that he has been named as "President du Jury" of the Expositions d'alimentation of France.

2987. **Cheese.**—An importer in Antwerp, Belgium, desires to be placed in touch with importation houses with a view to obtaining large consignments of cheese from Canada. State terms of contract, mode of payment, commission and cable code.

2988. An importer in Antwerp, Belgium, who is starting a business consolidation with a capital of 10,000,000 francs, desires to obtain grains, oilseeds, oils and oilcakes, and foodstuffs generally from Canada. State terms of contract, mode of payment, commission and cable code.

2989. **Leaf tobacco.**—A commission merchant in Antwerp, Belgium, desires to obtain consignments of leaf tobacco from Canada.

2990. **Fish.**—A sales company in British Guiana wishes to secure the British Guiana selling agency of a reliable shipper of Canadian fish. Banking and commercial references furnished on application.

2991. **Vulcanite dressing combs.**—A London firm inquires for the addresses of Canadian manufacturers of vulcanite rubber dressing combs.

2992. **Boots and shoes, worsteds, flannels.**—A London manufacturers' agent, claiming a connection among buyers in the United Kingdom and also India, Egypt, and other Eastern countries, wishes to get into communication with Canadian manufacturers of boots and shoes, worsted cloth, and flannels, wishing to develop trade in these countries.

2993. **Petroleum.**—A London firm ask to be placed in touch with Canadian producers of a crude petroleum with a paraffin base who would be in a position to supply cargoes f.o.b.

2994. **Gloves, hosiery and sports coats.**—A London manufacturers' agent possessing a long experience and established connection in the trade, wishes to obtain the representation of Canadian manufacturers of leather and knitted gloves, hosiery and sports coats.

2995. **Canned goods, confectionery, cutlery and machinery.**—A London firm of manufacturers' agents and importers seek the agencies of Canadian manufacturers of canned goods, fruits, chocolate, biscuits, etc., also cutlery and light machinery.

2996. **Furniture.**—A reputable commission agency in St. John's, Newfoundland, asks for catalogues and prices of Canadian-made household furniture.

2997. **Boots and shoes.**—A responsible commission agency in Newfoundland desires to represent a Canadian manufacturer of boots and shoes.

2998. **Steam-logging caterpillar tractors.**—A firm in Siberia requests particulars from Canadian firms in a position to supply steam caterpillar tractors burning wood fuel for use in logging operations.

2999. **Flour.**—One of the oldest and best financial firms in Barbados are desirous of obtaining a flour agency with millers, and not through selling agents.

3000. **Butter and cheese.**—An old-established commission firm would like to obtain an agency for butter and cheese—both table and cooking butter.

3001. **Oats and cornmeal.**—One of the leading commission houses in Barbados would like to be put in touch with Canadian suppliers of oats and cornmeal.

3002. **Canned goods.**—One of the oldest commission firms in Barbados would like to represent a Canadian house for canned goods of all kinds.

3003. **Fish, dried and salted.**—A large commission house in Barbados would be glad to get in touch with Canadian shippers of dried and salted fish and desire to sell same on consignment.

3004. **Agencies in Scandinavia.**—A well-established firm in Christiania and Bergen, Norway, with offices in the other Scandinavian countries and the travellers of which regularly visit all the principal cities, desire to obtain supplies of galoches, textiles—woollen and cotton goods—grain, and also iron, steel and metals. The textile houses in Norway carry an extensive line including f.i. galoches, which is quite a large article. This firm acts as sole agents for Norway and Sweden for foreign manufacturers and will eventually also for Denmark, and in this capacity act as agents on a commission basis, but would be interested in obtaining the sole selling rights for specialties and eventually they would buy on their own account.

3005. **Cattle.**—A firm of importers in 's Hertogenbosch, Holland, who have obtained an import license for Canadian cattle, desire to be brought into touch with large meat and cattle firms with a view to importations.

3006. **Flour.**—A commission agent in Paramaribo, Surinam, Dutch Guiana, desire to get consignments of bakers' flour of good quality.

3007. **Produce.**—A firm in Wrexham, England, are open to import bacon, hams, eggs, cheese, canned fruits and canned fish. Quotations should be c.i.f. Liverpool.

3008. **Agricultural implements.**—A firm in Wrexham, England, desire to purchase all kinds of agricultural implements or to act as agents.

3009. **Hardware.**—A firm in Wrexham, England, are open to purchase all kinds of hardware, also hand tools, emery wheels, etc.

3010. **Washing machines.**—A firm in Wrexham, England, is open to act as agents for manufacturer of washing machines, or would purchase direct.

3011. **Agricultural implements.**—A firm in Wrexham, England, is open to represent manufacturers of agricultural implements and tools.

3012. **Cattle foods.**—A firm in Wrexham, England, inquires for exporters of cattle foods open to appoint representatives.

3013. **Chemicals.**—A Manchester firm of repute is in the market for all kinds of chemicals. Small samples are solicited and prices c.i.f. Liverpool.

3014. **Turkeys.**—A Manchester firm inquires for cabled quotations on turkeys for delivery Manchester second week in December. Prices should be c.i.f. Manchester.

3015. **Road-making machinery.**—A firm in Wellington, New Zealand, who specialize in the supply of road-making and kindred machinery to public bodies, desire to be placed in communication with Canadian manufacturers of rollers (10 to 12 tons) steam; petrol, kerosene, fuel oil driven; crushers and screening plant; tar-macadam mixers; complete portable tar-macadam mixing and distributing plants; graders, scrapers, scarifiers; rock, gravel and sand dryers; water-spraying wagons; tar boilers and sprayers, fixed or portable. References.

3016. **Stationers' supplies.**—A large Johannesburg firm of printers and stationers wish to get in touch with Canadian manufacturing stationers, more particularly those manufacturing loose-leaf ledgers and loose-leaf systems. Immediate correspondence requested.

3017. Agencies in South Africa.—A gentleman who has conducted a business as merchant in Pretoria, South Africa, for a number of years, has decided to take up manufacturers' agencies and desires to obtain connections with Canada in the following lines: Cereals, canned fish, flour, leather goods and paper. He is at present in England, and intends visiting Canada at the beginning of 1920 in order to secure agencies.

INQUIRIES FOR TROPICAL PRODUCTS.

Owing to the fact that Canada has steamship connection with the West Indies and other tropical countries, Canadian firms importing coffee, cocoa beans, tea, etc., for Canadian consumption may sometimes find it advantageous to re-export a portion of their supplies to other countries. The following inquiries for tropical products have been received:—

- 1-6 T.P. **Cocoa.**—Six Belgian firms are in the market for importations.
- 7 T.P. **Cocoa beans and butter.**—An Antwerp, Belgium, firm wants supplies.
- 8 T.P. **Cocoa agency.**—An Antwerp, Belgium, firm wish to get an agency.
- 9 T.P. **Cocoa beans.**—A firm in Neiderheim, Belgium, desire first-class cocoa beans.
- 10 T.P. **Cocoa butter.**—A firm in Antwerp want supplies.
- 11-32 T.P. **Coffee.**—Twelve Belgian firms require consignments.
- 33 T.P. **Agency for coffee.**—Wanted by a gentleman in Liege, Belgium.
- 34-40 T.P. **Tea.**—Seven Belgian firms are in the market for supplies.
- 41 T.P. **Tea.**—An importer in Geneva, Switzerland, desires to obtain 1,000 cases of tea (Ceylon Pekoe), 25 kilometres each case.
- 42 T.P. **Tea.**—An importer of Cyrenaica, North Africa, is in the market for supplies.
- 43 T.P. **Pepper, cinnamon, rice, tapioca, cocoa, chocolate, coffee, tea.**—A firm of large wholesale buyers in Athens, Greece, who have specialized in the Greek market for forty years, desire to be brought in touch with Canadian exporters of the following products: Pepper, cinnamon, rice, tapioca, cocoa, chocolate, coffee, tea. Offers, with samples and prices, c.i.f. Piraeus. Shipments payable at destination against documents; in some cases drafts are guaranteed by banks for acceptance. Correspondence in English.
44. T.P. **Coffee.**—An importer in Antwerp, Belgium, who is starting a business amalgamation with large capital, desires to be brought in touch with importers of coffee. State terms, mode of payment, commission and cable code.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 R.S. Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 R.S. Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 R.S.—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 R.S.—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25 **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30 **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31 **R.S.** Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32 **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.** Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

34 **R.S.**—A Danish-Canadian, who served in the Canadian army in France for four years, would like to secure agencies for Canadian manufacturers desiring to export to Denmark, Sweden and Norway. He speaks English, Danish, Norwegian, Swedish, Russian and German. Spent six and a half years in Copenhagen before coming to Canada.

35 **R.S.**—A demobilized Canadian officer who is returning early in November to Dublin, Ireland, where he is in partnership with one of the leading manufacturers' agents, desires to obtain for his firm connections with Canadian manufacturers.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Canadian Voyageur, Can. Govt. Mer. Marine, Ltd., about November 5; *Canadian Trooper*, Can. Govt. Mer. Marine, Ltd., about November 7; *Minnedosa*, C.P.O.S. Line, about November 16; *Canadian Miller*, Can. Govt. Mer. Marine, Ltd., about November 17.

MONTREAL TO LONDON.

Corsican, C.P.O.S.-Furness Line (C.P.O.S.), about November 6; *Venusia*, Cunard Line, about November 13; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about November 15; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about November 16; *Canadian Navigator*, Can. Govt. Mer. Marine, Ltd., about November 20; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about November 22.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about November 11; *North Point*, C.P.O.S.-Furness Line (Furness), about November 13; *Glenspean*, C.P.O.S.-Furness Line (Furness), about November 20; *Tunisian*, C.P.O.S.-Furness Line (C.P.O.S.), about November 21.

MONTREAL TO GLASGOW.

Cassandra, Anchor-Don. Line, about November 6; *Sicilian*, C.P.O.S. Line, about November 8; *Cabotia*, Anchor-Donaldson Line, about November 18.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Sardinian, C.P.O.S. Line, about November 9; *Cornishman*, Dominion Line, about November 15.

MONTREAL TO MANCHESTER.

Manchester Importer, Manchester Liners, about November 12; *Manchester Division*, Manchester Liners, about November 13; *Manchester Marine*, Manchester Liners, about November 16.

MONTREAL TO HULL.

Norfolk Range, Furness Line, about November 4.

MONTREAL TO LEITH.

Cairngowan, Thomson Line, about November 10.

MONTREAL TO NEWCASTLE-ON-TYNE.

Cairnmona, Thomson Line, about November 9.

MONTREAL TO DUBLIN.

Ramore Head, Head Line, about November 8.

MONTREAL TO BELFAST.

Melmore Head, Head Line, about November 25.

MONTREAL TO ST. NAZAIRE (FRANCE).

Alston, Marine Nav. Co., about November 5; *Cape Corso*, Marine Nav. Co., about November 8.

MONTREAL TO HAVRE (FRANCE).

Wisley, Compagnie Can. Transatlantique (Canada Steamship Lines, general agents), about November 17; *Californie*, Compagnie Can. Transatlantique, about November 21; *Mississippi*, Compagnie Can. Transatlantique, about November 25.

MONTREAL TO BERGEN, STAVANGER AND CHRISTIANIA (NORWAY).

Drammensfjord, Norwegian American Line (C.P.O.S. agents), about November 15.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Settler*, Can. Govt. Mer. Marine, Ltd., about November 7; *Glan Macbeolan*, Houston Lines, about November 15.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.
Bassa, Elder-Dempster Line, about November 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Timaru and Dunedin.
(*Port Chalmers*).

Whakatane, New Zealand Shipping Co., about November 15.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Recruit, Can. Govt. Mer. Marine, Ltd., about November 22.

MONTREAL TO BARBADOS, TRINIDAD, AND DEMERARA.

Canadian Gunner, Can. Govt. Merchant Marine, Ltd., about November 12.

From Halifax.

**HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSEERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.**

Chaleur, Royal Mail Steam Packet Co., about November 14; *Chignecto*, Royal Mail Steam Packet Co., about November 28.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, MOJI, SHANGHAI AND HONG KONG.

Chicago Maru, Osaka Chosen Kaisha, about November 18.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Katori Maru, Nippon Yusen Kaisha, about December 3.

From Vancouver.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about November 26; *Makura*, Canadian Royal Mail Line, about December 8.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Russia, C.P.O.S. Line, about November 27.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Empress of Japan, C.P.O.S. Line, about November 13; *Monteagle*, C.P.O.S. Line, about November 25.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Bessie Dollar, Canadian Robert Dollar Co., about December 7.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Protestilaus, Blue Funnel Line, about November 20 (Victoria about December 4).

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "the Deputy Minister, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Record will be kept of requests not filled and should additional publications be received for distribution they will be forwarded to applicants in the order of the receipt of their respective applications.

Britain in Arms.
Bristol Chamber of Commerce Year Book, 1913.
Canadian Annual Digest, 1908.
Canadian Almanac, 1914.
Canadian Law List, 1916.
Canada in Flanders, Vol. 1, Vol. 2.
Chinese Markets for Canadian Products.
Civil Service List, 1907, 1908, 1910, 1913, 1915.
Colonial Office List, 1915, 1916, 1917.
Despatches between British Governments and Ambassadors.
Export Trade from the Port of Montreal, 1916.
"Facts about Canada," (5,000), 1917.
Fisheries, 1914.
German War and its Relation to Canadian Trade.
Grain Inspection in Canada.
Handbook for Export to South America.
History of the British Navy during the War.
Heaton's Annual, 1911.
Imperial College of Science of Technology, 1916-17.
Imperial Year Book, 1914-15, 1917-18.
List of Flour Mills in Canada, 1919.
Official Year Book of the Commonwealth of Australia, 1901-1915 (No. 9).
Proclamations, Orders in Council and Documents relating to European War.
Public Accounts, 1872, 1877, 1878, 1879, 1881, 1886, 1888, 1890, 1891, 1894, 1895, 1896, 1897, 1898, 1899, 1902.
Russian Trade.
Resources and Progress of the Dominion, 1908.
Royal Commission, Quebec Bridge Inquiry, Vol. 2, 1908.
Rapport de la Mission Economique Canadienne en Grande Bretagne, en France et en Italie.
Report of the Canadian Economic Commission to Great Britain, France and Italy.
Statistical Year Book of Quebec, 1916-1917.
Smithsonian Institution Documentary History, Vol. 1, 1901.
Trade after the War. (Address by Sir George Foster.)
Trade with China and Japan.
Toronto City Directory, 1912.
Timber Import Trade of Australia.
Trade with South China.
Trial Shipment of Bulk Wheat from Vancouver via Panama Canal to the United Kingdom.
Thirty-seventh Annual Report of the Minister of State for Education for Japan, 1909, 1910.
Whitaker's Almanac, 1914.
Year Book of Newfoundland, 1914.
Year Book of Australia, 1917.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner, care H. B. M. Minister, Rio de Janeiro, Brazil.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Gulana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaaf 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Aleutkaia No. 11. Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

**LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.**

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Inspection and Water Meters Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
 Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with Introductions, etc. (Out of print.)
 Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
 Vol. III, 1913, Manufactures, 1911.
 Vol. IV, 1914, Agriculture, 1911. (Out of print.)
 Vol. V, 1915, Forest, Fishery, Fur, etc.
 Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
 Part I. Agricultural Statistics.
 Part II. Dairy Factories.
 Part III. Fisheries.
 Part IV. Section I, Lumber, Lath, Shingles, etc.
 Part IV. Section II, Pulp and Paper.
 Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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NOVEMBER 10, 1919

No. 823

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Steamer New Texas. (See page 956.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(*Minister of Trade and Commerce.*)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, November 10, 1919.

No. 823

FOREIGN TRADE OF THE UNITED KINGDOM FOR THE NINE MONTHS ENDED SEPTEMBER 30, 1919.

ACTING TRADE COMMISSIONER C. G. VENUS.

London, October 14, 1919.—Whereas the trade position of the United Kingdom as revealed in the trade returns for the first nine months of 1919 show a substantial recovery as compared with last year, this improvement is not considered by authorities to be progressing rapidly enough to warrant absolute satisfaction.

The totals of imports, exports and re-exports over this period in both 1919 and 1918, showing the aggregate and percentage increases, are as follows:—

	First Nine Months, 1919.	First Nine Months, 1918.	Increase.	Percentage.
Imports	£1,166,607,457	£969,261,159	£197,346,298	20.3
Exports (British)	541,344,352	374,151,427	167,192,925	44.9
Re-exports	98,252,708	22,807,030	75,445,678	330.8

Although during the first six months this year imports were actually less than a year ago, from the above figures it will be seen that imports for the nine months are greater, even when allowance is made for the increase in values which has taken place; but in contrast to this—from a United Kingdom point of view—unwelcome feature, the revival in export trade is well maintained and the re-export business is being re-established at a surprising speed.

EXCESS OF IMPORTS OVER EXPORTS.

The “adverse balance” of trade for the nine months amounts to some £527,000,000 as against £572,000,000 in 1918 and £324,000,000 in 1917. If the excess of imports over exports continues at the same average rate for the period ending September, the total adverse balance for the complete year will approximate £703,000,000; and in this connection it is interesting to record an estimate which has recently been made of the value of the shipping services of this country this year, which, of course, is one of the most important items of “invisible exports.”

According to Sir Frederick Lewis, chairman of Messrs. Furness, Withy & Co., the gross freights of British shipping this year will be about £350,000,000 to £400,000,000, and if this forecast of the country's earnings in this direction is realized, it will alone reduce by one-half the adverse balance as indicated by the Board of Trade returns.

IMPORTS.

Upon examination of the classified statement of import trade during the nine months, which is reproduced later in this report, it is evident that of the total increase of £197,346,298 over 1918, £125,039,091 (or 63 per cent) is represented by raw materials, to which wool, timber and cotton are the biggest contributors.

Under the heading “food, drink and tobacco” there is a general all-round increase with the exception of grain and flour, which shows a small decline.

Imports of manufactured goods are reduced as compared with 1918 by some £18,000,000.

EXPORTS.

About 70 per cent of the total rise in the value of British exports is due to "manufactured goods," the chief items sharing in this expansion being woollen manufactures, cotton manufactures, and manufactures of iron and steel.

Shipments of "raw materials" have gone ahead by £35,381,228, coal being by far the most important item.

FEATURES OF TRADE DURING THE MONTH OF SEPTEMBER.

Although in comparison with September, 1918, the past month appears favourable from an economic point of view, if contrasted with the previous month, August, the situation is seen to have retrogressed slightly.

September's imports fell away from those of the previous month by approximately £200,000, but in spite of this general reduction, arrivals of "manufactured goods" were approximately £5,000,000 greater; while on the export side a contraction of £8,250,000 in British exports is evident.

The increase in imports of manufactured goods is probably due to the general removal, except in the case of certain "key" industries, of import restrictions as from the 1st September, but the shrinkage in export trade is not to be accounted for by the railway strike, because although two and one-half working days were affected by this stoppage, August is a holiday month, and moreover felt the incidence of the Yorkshire miners' strike.

TRADE SUMMARIES FOR THE NINE MONTHS.

The classified tables of imports and British exports during the nine months ended September 30, 1919, together with the figures for 1918 and 1917, are as follows:—

*Imports. (Value c.i.f.)**Nine Months ended September 30.*

	1917.	1918.	1919.
1. Food, Drink, and Tobacco—			
A. Grain and flour.. . . .	£145,151,676	£114,625,970	£106,543,645
B. Meat, including animals for food.. . .	77,338,364	135,992,849	145,104,627
C. Other food and drink—			
(1) Non-dutiable.. . . .	79,910,086	98,045,469	119,341,654
(2) Dutiable.. . . .	58,059,578	72,185,207	124,191,293
C. Tobacco.. . . .	2,708,055	12,453,172	29,062,312
Total, Class I.. . . .	£363,167,759	£433,302,667	£524,243,531
2. Raw Materials and Articles mainly un-manufactured—			
A. Coal, coke and manufactured fuel.. . . £	885	£ 430	£ 680
B. Iron ore, scrap iron and steel.. . . .	9,206,590	10,456,720	9,212,158
C. Other metallic ores.. . . .	10,897,105	12,564,752	9,492,576
D. Wood and timber.. . . .	16,932,513	21,834,012	48,234,360
E. Cotton.. . . .	68,525,213	102,701,259	123,544,575
F. Wool.. . . .	42,838,886	30,068,554	85,016,847
G. Other textile materials.. . . .	20,747,756	20,228,791	16,588,047
H. Oil seeds, nuts, oils, fats, and gums..	54,925,973	82,527,419	90,629,980
I. Hides and undressed skins.. . . .	12,387,757	13,443,506	22,004,493
J. Papermaking materials.. . . .	7,853,667	9,669,818	11,336,562
K. Miscellaneous.. . . .	29,313,367	20,741,852	33,215,926
Total, Class II.. . . .	£273,629,712	£324,237,113	£449,276,204
3. Articles Wholly or Mainly Manufactured—			
A. Iron and steel, and manufactures there-of.. . . .	£ 7,583,894	£ 6,388,579	£ 7,829,622
B. Other metals and manufactures there-of.. . . .	29,698,968	31,322,642	26,379,168
C. Cutlery, hardware, implements (except machine tools and instruments).. . .	3,840,881	4,338,100	6,586,820
D. Electrical goods and apparatus (other than machinery and uninsulated wire)..	1,000,838	781,912	931,967
E. Machinery.. . . .	6,228,648	8,206,220	11,260,971
F. Ships (new).. . . .	125	1,149	17,188
G. Manufactures of wood and timber (including furniture).. . . .	965,519	1,598,244	3,032,924

Imports.—Nine Months ended September 30.—Continued.

	1917.	1918.	1919.
	£	£	£
3. Articles Wholly or Mainly Manufactured— <i>Con.</i>			
H. Yarns and textile fabrics—			
(1) Cotton.. . . .	2,698,510	3,632,143	5,531,092
(2) Wool.. . . .	197,470	116,249	1,027,490
(3) Silk.. . . .	8,814,150	12,855,574	15,967,912
(4) Other materials.. . . .	6,509,056	5,199,844	6,347,014
I. Apparel.. . . .	1,141,726	801,252	2,363,109
J. Chemicals, drugs, dyes, and colours..	19,401,468	30,018,144	16,726,762
K. Leather and manufactures thereof (including gloves, but excluding boots and shoes).. . . .	8,387,398	6,822,718	28,919,088
L. Earthenware and glass.. . . .	556,422	247,320	1,791,629
M. Paper.. . . .	3,156,026	4,068,070	7,742,255
N. Railway carriages and trucks (not of iron), motor cars, cycles, carts, etc..	4,277,754	9,021,012	6,974,510
O. Miscellaneous.. . . .	31,362,986	80,904,345	38,781,199
Total, Class III.. . . .	£135,821,839	£206,323,515	£188,210,720
4. Miscellaneous and Unclassified (including Parcel Post).. . . .	£ 4,067,256	£ 5,397,864	£ 4,877,002
Total.. . . .	£776,686,566	£969,261,159	£1,166,607,457

British Exports. (Value f.o.b.)

	1917.	1918.	1919.
	£	£	£
1. Food, Drink, and Tobacco—			
A. Grain and flour.. . . .	769,365	330,266	2,583,206
B. Meat, including animals for food.. . .	237,939	68,740	399,265
C. Other food and drink.. . . .	9,493,012	5,835,505	14,901,092
D. Tobacco.. . . .	2,421,520	2,586,392	3,261,298
Total, Class I.. . . .	£12,921,836	£8,820,903	£21,144,861
2. Raw Materials and Articles mainly un-manufactured—			
A. Coal, coke, and manufactured fuel.. .	£39,485,355	£38,960,981	£62,365,284
B. Iron ore, scrap iron, and steel.. . . .	98,009	63,396	193,133
C. Other metallic ores.. . . .	14,510	9,837	30,593
D. Wood and timber.. . . .	327,198	679,851	632,359
E. Cotton.. . . .			
F. Wool.. . . .	2,693,725	1,296,622	4,248,914
G. Other textile materials.. . . .	166,110	69,650	433,503
H. Oil seeds, nuts, oils, fats and gums.. .	5,987,419	2,506,429	9,708,729
I. Hides and undressed skins.. . . .	1,119,687	1,087,872	1,035,606
J. Papermaking materials.. . . .	367,000	193,687	554,053
K. Miscellaneous.. . . .	1,532,422	1,054,584	2,051,963
Total, Class II.. . . .	£51,791,435	£45,922,909	£81,254,137
3. Articles Wholly or Mainly Manufactured—			
A. Iron and steel, and manufactures thereof.. . . .	£ 35,746,251	£ 27,783,746	£ 44,624,155
B. Other metals and manufactures thereof.. . . .	7,727,371	6,849,661	9,686,130
C. Cutlery, hardware, implements (except machine tools) and instruments.. . . .	3,729,893	3,230,574	5,989,764
D. Electrical goods and apparatus (other than machinery and uninsulated wire)..	2,338,998	1,592,589	3,860,604
E. Machinery.. . . .	15,292,644	12,285,086	21,560,295
F. Ships (new).. . . .	595,795	594,823	939,533
G. Manufactures of wood and timber (including furniture).. . . .	705,774	365,367	739,862
H. Yarns and textile fabrics—			
(1) Cotton.. . . .	108,408,895	136,564,873	164,401,386
(2) Wool.. . . .	39,881,877	35,758,320	68,323,939
(3) Silk.. . . .	1,484,981	1,483,390	2,638,780
(4) Other materials.. . . .	12,642,940	8,629,578	14,068,304
I. Apparel.. . . .	11,848,225	8,553,406	11,853,493
J. Chemicals, drugs, dyes, and colours.. .	17,535,753	16,728,572	20,847,079
K. Leather and manufactures thereof (including gloves, but excluding boots and shoes).. . . .	3,662,527	1,196,196	4,120,853
L. Earthenware and glass.. . . .	3,005,524	3,018,480	3,650,777
M. Paper.. . . .	2,346,269	2,406,615	3,027,459
N. Railway carriages and trucks (not of iron), motor cars, cycles, carts, etc..	4,866,645	5,249,144	8,923,638

British Exports.—(Value f.o.b.)—Continued.

	1917. £	1918. £	1919. £
3. Articles Wholly or Mainly Manufactured— <i>Con.</i>			
O. Miscellaneous.. . . .	43,046,078	31,972,557	41,626,771
Total, Class III.. . . .	£314,866,440	£304,262,977	£430,872,822
4. Miscellaneous and Unclassified (including Parcel Post)	£ 14,449,377	£ 15,144,638	£ 8,072,532
Total.. . . .	£394,029,088	£374,151,427	£541,344,352

Canadian Imports.

The Board of Trade monthly statements do not give complete details of imports by countries, except in the case of certain foodstuffs and raw materials. Where receipts from Canada are specified, however, statistics have been compiled and are shown in the following table, indicating total imports and principal sources of supply.

From these figures it is satisfactory to observe that larger quantities, in some cases of a substantial amount, from Canada are noticeable in the majority of articles, and that taking into account consignments of manufactured goods which are known to be arriving from the Dominion, but for which no separate statistics are at present obtainable, the volume of Canadian import trade into this country is increasing generally.

TABLE SHOWING THE TOTAL IMPORTS AND RECEIPTS FROM CANADA OF CERTAIN AGRICULTURAL PRODUCTS INTO THE UNITED KINGDOM DURING THE NINE MONTHS ENDED SEPTEMBER, 1919 AND 1918.

	1918.		1919.	
	Quantity. Cwts.	Value. £	Quantity. Cwts.	Value. £
1. Wheat—				
Total imports.. . . .	33,175,300	30,085,863	48,789,300	45,559,049
United States	11,437,000	10,283,920	24,728,700	23,126,671
Argentine Republic.. . .	11,935,400	10,998,119	3,409,000	3,161,023
British East Indies.. . .	572,100	545,804	100	37
Australia.. . . .	1,776,800	1,671,486	8,053,400	7,526,492
Canada	7,379,100	6,518,405	12,571,600	11,720,160
8. Wheat Meal and Flour—				
Total imports.. . . .	23,857,200	31,902,090	14,711,970	21,378,330
United States	16,076,100	21,287,130	9,071,770	13,171,083
Australia.. . . .	1,659,900	2,181,782	1,063,000	1,533,841
Canada.. . . .	5,112,300	7,031,249	4,433,900	6,472,838
3. Barley—				
Total imports.. . . .	4,836,900	5,217,682	11,806,700	12,345,565
United States	4,026,400	4,345,930	7,898,200	8,421,889
Canada.. . . .	809,900	871,112	3,407,000	3,386,962
4. Oats—				
Total imports.. . . .	6,801,600	7,127,223	3,570,721	3,628,065
United States	5,037,900	5,259,817	1,767,721	1,791,097
Argentine Republic.. . .	566,800	609,733	523,700	539,442
Canada.. . . .	1,160,800	1,228,665	628,300	592,152
5. Peas—				
Total imports.. . . .	1,860,420	4,425,634	718,290	1,711,348
British East Indies.. . .	873,960	1,476,932	8,640	28,560
Canada.. . . .	10,030	23,304	30,570	69,326
6. Maize—				
Total imports.. . . .	12,457,300	11,529,309	11,001,800	9,118,598
United States.. . . .	7,787,000	7,210,060	825,200	619,679
Canada.. . . .	175,400	158,160	75,000	91,827
Argentine Republic	1,651,700	1,483,642	8,842,800	7,304,573
7. Bacon—				
Total imports.. . . .	8,667,668	74,481,230	7,337,172	65,204,537
Denmark.. . . .	21,491	189,853	6,586	65,219
United States	7,256,182	62,325,027	5,356,415	47,327,671
Canada	1,299,963	11,251,462	1,804,858	16,341,183
8. Hams—				
Total imports.. . . .	1,183,647	9,794,483	1,736,750	15,390,918
United States	1,080,927	8,951,818	1,647,581	14,612,709
Canada.. . . .	77,469	643,581	70,030	614,105
9. Butter—				
Total imports.. . . .	1,342,122	16,696,384	1,300,973	16,408,053
Denmark.. . . .	28,748	543,967	141,081	1,879,122
Netherlands.. . . .	9,885	164,317	1,628	20,609

TABLE SHOWING THE TOTAL IMPORTS AND RECEIPTS FROM CANADA, ETC.—*Continued.*

1. Food, Drink, and Tobacco—

	Quantity.	1917. Value.	1918. Quantity.	1919. Value.
9. Butter— <i>Con.</i>	Cwts.	£	Cwts.	£
France.. . . .	4,449	70,298	2	16
United States.. . . .	130,323	1,589,904	193,189	2,452,927
Argentina.. . . .	243,182	2,910,930	264,315	3,327,097
Victoria.. . . .	217,284	2,725,445	179,033	2,253,929
New South Wales .. .	210,409	2,618,480	97,620	1,227,216
Queensland	98,563	1,214,698	73,852	930,660
New Zealand.. . . .	337,415	4,156,164	317,160	3,888,585
Canada	8,586	105,809	24,062	299,413
10. Cheese—				
Total imports.. . . .	1,970,503	12,966,594	1,574,713	11,459,841
Netherlands.. . . .	87,134	618,116	79,120	667,306
United States.. . . .	424,478	2,917,733	18,889	143,704
Australia.. . . .	47,282	285,663	98,074	734,651
New Zealand.. . . .	540,100	3,354,791	786,627	5,329,800
Canada.. . . .	862,025	5,684,171	568,492	4,398,290
11. Eggs—	Gt. hnds.		Gt. hnds.	
Total imports.. . . .	1,533,916	1,892,719	3,370,516	4,895,406
Denmark.. . . .	584,031	916,881	1,077,596	1,689,257
United States.. . . .	50,460	60,830	860,825	1,367,075
Egypt.. . . .	722,283	697,504	709,768	878,577
Canada.. . . .	150,414	193,013	480,638	654,969
12. Canned Salmon—	Cwts.		Cwts.	
Total imports	603,817	4,529,709	878,711	6,115,178
United States.. . . .	315,688	2,090,035	369,054	2,281,615
Canada.. . . .	170,965	1,131,450	372,954	2,523,471
13. Canned Lobsters—				
Total imports.. . . .	10,648	175,662	25,765	495,887
Newfoundland	889	11,430	431	9,161
Canada.. . . .	9,733	163,995	25,029	483,892
14. Wood and Timber, hewn—	Loads.		Loads.	
Total imports	33,632	795,127	167,133	3,705,266
Russia.. . . .	.....	.....	3,516	31,960
Sweden.. . . .	2,855	40,461	11,734	108,450
Norway.. . . .	246	2,665	10,166	76,407
United States.. . . .	19,346	436,240	98,189	1,898,476
British East Indies.. .	6,291	252,793	24,199	1,092,102
Canada.. . . .	4,862	62,180	11,190	202,922
15. Wood and Timber, sawn or split, fir—				
Total imports	996,283	13,334,147	2,749,421	30,257,627
Russia.. . . .	48,873	402,531	516,885	4,701,560
Sweden.. . . .	561,909	7,948,038	1,074,121	10,915,070
Norway.. . . .	243,638	3,130,885	218,044	2,405,494
United States.. . . .	52,017	890,682	279,048	4,698,221
Canada	84,105	866,131	654,087	7,469,135
16. Wood and Timber, sawn or split, planed or dressed, unenumerated—				
Total imports.. . . .	20,757	374,133	52,299	768,035
United States	6,159	199,620	19,932	367,121
Canada	7,771	67,459	20,726	255,673
17. Flax or Linseed—	Qrs.		Qrs.	
Total imports.. . . .	823,841	5,111,787	2,121,665	15,400,948
Russia.. . . .	1,292	16,585	870	8,700
United States	609	13,071	2,063	42,473
Argentine Republic.. .	240,171	1,438,029	720,282	5,043,800
British East Indies.. .	557,230	3,221,697	1,363,548	9,700,026
Canada	8,417	151,957	24,071	478,585
18. Papermaking Materials, wood-pulp, mechanical wet—	Tons.		Tons.	
Total imports.. . . .	86,705	1,079,933	367,808	3,103,090
Sweden.. . . .	225	3,375	69,119	579,915
Norway	86,480	1,076,547	229,203	1,916,155
Canada.. . . .	.....	.....	52,886	473,066
19. Hides, other than calf skins—	Cwts.		Cwts.	
Total imports	367,277	4,029,804	1,227,723	11,369,691
France	377	7,405	5,447	61,646
United States.. . . .	132,357	1,710,647	654,973	4,949,344
British India.. . . .	221,742	2,161,052	399,478	4,529,072
Australia.. . . .	12,160	145,436	104,386	1,247,489
New Zealand.. . . .	.....	.....	3,060	34,395
Canada	112	918	48,708	419,384
20. Horses, living—	Number.		Number.	
Total imports.. . . .	37,282	2,537,167	1,884	164,326
United States	22,999	1,548,453	945	66,603
Canada	13,998	959,136	582	39,192

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

D. H. Ross, Melbourne..	Now in Vancouver.
W. A. Beddoe, Auckland..	Now travelling in Ontario.
W. J. Egan, Cape Town..	Now travelling in Western Canada.
Harrison Watson, London..	Has visited Western Canada and Montreal. He is now in Ontario.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

THE MARKET FOR MICA IN THE UNITED KINGDOM.

Mica Imports.

Acting Trade Commissioner C. G. Venus, London, writes as follows under date October 9 on mica imports into the United Kingdom:—

As there are no mica deposits in this country, the demand for the mineral may be gauged by the following table of imports by countries, showing quantity and value, for the term of years 1913 to 1918:—

Quantity.

	1913. Cwt.	1914. Cwt.	1915. Cwt.	1916. Cwt.	1917. Cwt.	1918. Cwt.
Germany..	976	.....	.....	.....	.....	—
United States.. . . .	889	1,845	4,355	1,628	663	1
Argentina.. . . . .	.....	2	.....	.....	91	697
Other foreign countries	1,286	1,108	1,014	558	871	80
Total from foreign countries.. . . .	3,151	2,955	5,369	2,186	1,625	758
India..	40,178	24,509	29,534	43,432	48,982	66,401
Canada..	1,383	1,225	1,864	879	444	480
Other British possessions..	316	340	738	146	24	4,744
Total from British possessions	41,877	26,074	32,136	44,457	49,450	71,625
Grand total	45,028	29,029	37,505	46,643	51,075	72,383

Value.

	£	£	£	£	£	£
Germany..	3,442	.....	.....	.....	.....	—
United States.. . . .	1,024	2,547	3,675	2,291	1,577	32
Argentina.. . . . .	.....	7	.....	.....	1,336	12,516
Other foreign countries	2,926	9,274	7,782	5,516	11,348	662
Total from foreign countries.. . . .	7,392	11,828	11,457	7,807	14,261	13,210
India..	143,861	94,601	92,119	197,970	351,233	603,348
Canada..	8,957	7,611	6,061	7,594	5,805	8,990
Other British possessions..	1,974	1,189	2,391	589	126	50,967
Total from British possessions	154,792	103,401	100,571	206,153	357,164	663,305
Grand total	162,184	115,229	112,028	213,960	371,425	676,515

The increase in imports in 1918 over 1913 by 27,357 cwts. may be attributed to heavy government requirements for war purposes, mainly in connection with wireless telegraphic instruments and apparatus, but also on account of the expansion in the consumption of the electrical industry generally; and judging from the firm condition of the market at present, and the probable wider application of wireless telegraphy as a means of communication, there are no immediate signs of any serious slackening in the demand.

A noteworthy feature which is reflected in the returns reproduced above is the continued predominance of the Indian industry, which has apparently quickly enlarged its output in response to the greater needs of this market and avoided the necessity of recourse being taken to other sources. The preference for the Indian variety which is evident among most importers here is well-known, and is due chiefly to the excellence of its quality, its relative cheapness (the lower cost of labour in India being a determining factor in this connection), and the systematic methods of grading and marketing followed by Indian shippers which are universally commanded by the trade.

An interesting fact as regards sources of supply to this country, which may be mentioned incidentally, is the recent addition to the British Empire as a "mandatory" state of what was formerly German East Africa. Before the war this colony shipped mica direct to Germany, but supplies have recently been consigned to this country and are reported to have been sold at good prices, the quality being equal to that of the Indian product.

RE-EXPORTS.

The re-exports from the United Kingdom of mica of foreign and colonial origin and its destinations, are shown in the following statistics for the same years as given for imports, and afford some idea of the extent to which the United Kingdom is a centre for the sale and distribution of mica to Continental Europe and other parts of the world.

Quantity.

	1913. Cwt.	1914. Cwt.	1915. Cwt.	1916. Cwt.	1917. Cwt.	1918. Cwt.
Germany.	13,090	9,893	.....	.....	.....	—
Netherlands.	1,496	.....	.....	.....	.....	—
France.	272	703	2,590	3,131	5,645	11,847
Belgium.	1,085	.....	.....	.....	.....	—
Switzerland.	2,960	1,879	762	672	300	542
Italy. . . . .	.....	57	349	327	455	1,282
United States	5,668	4,051	2,496	13,549	15,388	12,146
Other foreign countries	181	2,544	585	224	3,011	1,357
British possessions. . .	498	250	72	468	55	72
Total	25,250	19,377	6,854	18,371	24,854	27,246

Value.

	£	£	£	£	£	£
Germany.	71,864	56,553	.....	.....	.....	—
Netherlands.	7,670	.....	.....	.....	.....	—
France.	2,746	5,148	16,661	24,861	62,527	148,230
Belgium.	7,108	.....	.....	.....	.....	—
Switzerland.	11,935	7,227	2,800	2,768	1,200	2,646
Italy. . . . .	.....	446	1,853	2,998	3,972	18,150
United States	54,695	34,319	29,790	114,463	156,060	158,189
Other foreign countries	2,266	10,000	5,089	2,953	13,513	15,059
British possessions . .	5,324	2,321	1,255	3,187	1,375	1,687
Total	163,608	116,914	57,548	151,230	238,647	343,961

METHODS OF HANDLING MICA.

Importations are mainly disposed of by one of two methods: by auction or by private treaty.

The auction sales of mica in London are attended not only by United Kingdom buyers, but also by Continental, American, and other merchants and users, all of whom compete openly for the supplies offering.

Sales by private treaty are effected by negotiation between the importing broker and the buyer.

London is the hub of the trade, and the bulk of the business is done through a few well-known firms.

CANADIAN SUPPLIES.

As will be seen from the above statement of imports, Canadian shipments to the United Kingdom have declined in recent years, which fact further tends to confirm the apathy which has for a number of years characterized the attitude of the trade here towards the Canadian industry.

The methods of Canadian shippers, which are responsible for this regrettable condition of affairs, have been criticised in periodical reports to the Department by this office, and are discussed in detail in the Monograph on *Mica: Its Occurrence, Exploitation and Uses*, by Mr. Hugh S. de Schmid, M.E., published by the Department of Mines, which can be consulted by those interested; so that it need only be repeated here that the chief causes of complaint are lack of care and uniformity in preparation and grading, and the inclusion in shipments of mica of inferior quality which is quite unsuitable for the requirements of this market, and which results in low prices being realized and consequent dissatisfaction on the part of the Canadian consignors. These strictures have been directed more particularly against the methods of shippers in a small way of business who are inexperienced in exporting and have spasmodically engaged in the trade to the ultimate detriment of the Canadian industry as a whole.

Canadian amber mica differs, of course, in its characteristics from the so-called "white" mica of India, to which it is admitted to be superior in some respects; but although its qualities are well known and appreciated by importers here, the bulk of the present receipts are handled by a Lancashire firm who have, unlike the London brokers, always been enthusiastic supporters of Canadian mica, and who, it is understood, find their chief outlet with electrical enterprises of transatlantic origin who, being familiar with the Canadian product, stipulate particularly for it in their contracts.

A remedy for the shortcomings of Canadian methods which has frequently been suggested is the formation of a combination or organization of shippers with a view to adopting a systematic and uniform practice, in order to ensure efficient and careful grading and the introduction of a unified system of marketing, which would obviously operate very strongly towards removing the present disfavour with which the Canadian industry is at present regarded among importers.

VALUES MAINTAINED FOR GOOD QUALITIES.

The mica market in this country rules firm in spite of the cessation of the government demand, and recent auction sales of Government surplus stocks indicated that there is no tendency for the prices of good quality mica of large dimensions to recede. As stated before, owing to the extension of the electrical industry, in which connection the development of the manufacture of magnetos in the United Kingdom during the war is an important factor, the trade do not consider that the demand for high quality specimens is likely to diminish for some time to come. At the same time, it is understood that the market is overstocked with poorer grades, which are not expected to realize the figures anticipated by shippers.

An analysis of the statistics of imports given earlier in this report discloses the fact that the average value per cwt. (112 pounds) for each year was as follows:—

	£	s.
1913.. . . . .per cwt.	3	6
1914.."	3	9
1915.."	3	0
1916.."	4	5
1917.."	7	4
1918.."	9	0

But it should be borne in mind that these figures include costs to the United Kingdom, and a large proportion of the 178 per cent increase over 1913 is attributable to higher freights.

It is very difficult to indicate any idea of value in the absence of definite samples, as the question of price depends entirely upon size and quality, it being stated that, roughly speaking, well-trimmed mica ranges in value from 6d. to 8d. per pound for the small sizes (i.e., 1-inch and 2-inch) up to as much as 15s. for large and perfect sheets.

VIEWS OF THE TRADE.

The replies of two leading London dealers who were asked for a statement of their views are reproduced below:—

1. "With regard to Canadian mica—practically all the shipments sent here during the war were for private account and were not put on the market in the usual way. Owing to this it is difficult to give you any idea of the market prices for the various qualities, but if you could influence a trial consignment of the usual grades produced we would put same on the market and re-establish regular rates for the various sizes.

"In our opinion there should be a very good demand for Canadian mica in this country in the near future, and the prices are likely to be satisfactory to the miners. The soft silver amber quality would command the highest price, and we think all grades from 1 by 3 upwards would sell readily. The darker qualities we could probably find a market for on a lower scale of prices if we could obtain some trial consignments to enable our customers to take up these grades again. Perhaps you will be good enough to put us into touch with one or two of the largest miners who are seeking for an outlet in this country for their output and we will do our best for them. Prices for Indian mica have advanced very considerably during the past three or four years, and the corresponding increase could be reckoned with for the Canadian qualities."

2. "It is very difficult indeed to give any idea of the value of mica without having the actual parcel or sample in front of me, as so very much depends upon the quality and trimming. Generally speaking Canadian mica is very badly trimmed, whereas similar mica from other sources of supply, such as Ceylon, South Africa, etc., is very much better trimmed and is handled by very much cheaper and more efficient labour; consequently until Canadians devise some method of improving their trimming and cheapening their labour costs, they do not stand much chance in competition with these other parts of the world."

The addresses of these two firms, and also of other importers, will be furnished on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to file 24401.

A Liverpool Mica Dealer's Opinion.

Mr. J. Forsyth Smith, Canadian Government Trade Commissioner in Liverpool, writes as follows regarding mica, under date of October 20:—

The main source of supply of mica is India, and increasing quantities also are received from South Africa and South America. Some criticism is expressed of Canadian amber mica as containing too large a proportion of iron (above 2 per cent), and also because of the condition in which much of it is forwarded. Indian producers

grade and cut out all inferiorities, and the Canadian product frequently comes forward full of cracks and fissures and without due maintenance of desirable standards. If more attention were paid by Canadian shippers to considerations of grade and quality, a greatly increased business could be done.

SUGGESTIONS FOR SHIPPERS.

A Liverpool firm of mineral brokers offer the following suggestions to shippers:—

1. The slabs when mined should be split down to $\frac{1}{8}$ inch in thickness, and then trimmed roughly rectangular in shape, free from all flaws and cracks.
2. The plates should split freely, and be perfectly smooth and flat. Cross-grained or wavy plates must be carefully eliminated.
3. Only mica of a uniform quality should be packed in the same case.
4. It is desirable only to include in the same case mica of approximately the same size; and the plates should not vary more than one inch in length, but if sufficient quantity of one size cannot be obtained to fill a case, additions can be made by dividing various sizes of mica with a piece of sacking. The cases should be made of strong and sound wood, and contain 100 to 150 pounds of mica, no packing being required.
5. There is a demand for all sizes of mica, and as regards most qualities, the value increases in proportion to the length of the plates. Roughly speaking, the smallest merchantable dimensions are 2 by 3 inches, although there is a small demand for plates less than 2 inches wide, provided they are at least 4 inches in length. Smaller sizes than the above or scrap mica, scarcely realize the cost of freight and charges.

VALUE INDICATIONS.

It is difficult to give value indications, as everything depends upon quality and size, and the value range of amber mica, depending on these may run from 6d. to 25s. a pound. A desirable size, 6 inches to 9 inches square, of good quality is worth about 2s. 6d. per pound.

SAMPLES OF COMPETITIVE MICA.

Samples of mica as received from the Argentine, South Africa, Madras and Ceylon, together with one stated to be a fair sample of Canadian mica as it reaches the market, may be seen at the Exhibits and Publicity Bureau of the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

IMPORTERS OF MICA.

A list of mica importers in the Liverpool District may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, quoting file 24640.

Market in the Manchester District.

Mr. J. E. Ray, Canadian Trade Commissioner in Manchester, England, writes as follows under date of October 17:—

On making inquiries among merchants in Manchester it is learned that, although the quality of the British India product is much inferior to that of Canada, the former is purchased because it will answer most of the purposes for which it is required, and is decidedly cheaper than the Canadian product. All users admit that Canadian mica is infinitely superior in quality to any emanating from other countries; but buyers will not pay the price demanded for it so long as the cheaper article will answer the purpose. If the Canadian product can be cheapened, it will always be given the pre-

ference. In 1915 Great Britain imported 1,864 cwts. from Canada, but the quantity has fallen annually to 480 cwts. last year.

The British India thumb-trimmed mica of medium size is now landed in Manchester at 6s. (\$1.46) per pound; the cut sizes 10 inches by 1½ inch at 18s. (\$4.38) per pound, and 4½ inches by 2½ inches at 6s. 6d. (\$1.58) per pound.

APPLE PRICES IN ENGLAND.

The following cablegrams have been received from Mr. J. Forsyth Smith, Fruit Trade Commissioner, Liverpool:—

“Glasgow, October 29.—Urge every possible effort hold back old Scotian barrel. Few coming forward cause endless trouble when values approximate maximum and tend depreciate values for standard barrel.”

“London, October 31.—Nova Scotian apples ex *Comino* about cleared up. Closing prices, Blenheims No. 1's and 2's 40s. to 45s.; Ribstons No. 1's and 2's 45s.; Kings No. 1's and 2's 60s.; Domestic 30s. to 35s.; California Newtowns, maximum, Virginia Albermarles 60s.”

NEW AUSTRALIAN TARIFF RESOLUTIONS DEFERRED.

Mr. C. Hartlett, Acting Trade Commissioner, Melbourne, writes as follows under date October 7, respecting the prospective tariff resolutions:—

Contrary to general expectations, the new Australian tariff resolutions have not yet been presented to Parliament.

The situation at the time of writing is that the Prime Minister has decided to dissolve Parliament and go before the country early in December next, when a referendum will also be taken on the proposals to enlarge the existing powers of the Commonwealth constitution to deal with combines and profiteering, which will be made the principal plank in his platform.

It is therefore understood that action in regard to tariff matters will be deferred until the new Parliament meets early next year, although it is possible that the Prime Minister may decide to table the tariff resolutions during the present session.

TYPES OF READY-MADE HOUSES WANTED IN SCOTLAND.

ACTING TRADE COMMISSIONER J. FORSYTH SMITH.

Glasgow, October 14, 1919.—Considerable interest is being manifested in Scotland in the possibility of securing from Canada ready-made wooden houses to meet the great demand created by the present abnormal shortage in house accommodation, especially for the artisan classes.

The following types are suggested as those for which there would be a considerable demand:—

1. Two-room house, i.e., one bedroom, one living-room, with scullery, bath-room, cellar and larder.

2. Three-room house, i.e., two bedrooms, one living-room, with adjuncts as above.

3. Four-room house, i.e., three bedrooms, one living-room (or two bedrooms, one living-room and one kitchen), with adjuncts as above.

It is considered that delivered prices from £200 to £300 would prove very attractive.

Manufacturers in a position to offer ready-made houses of these or other types are asked to communicate with this office.

INFORMATION DESIRED BY THE CANADIAN TRADE COMMISSIONER IN NEW ZEALAND.

Manufacturers and exporters doing business with New Zealand are invited to notify Mr. W. A. Beddoe, Canadian Government Trade Commissioner to New Zealand, Union Building, Customs street, Auckland, N.Z.:—

1. Cable address.
2. Name of New Zealand agent.

THE COST OF WOODEN HOUSES IN ENGLAND.

Speaking at the Ministry of Health, Whitehall, on October 7, Dr. Addison, Minister of Health, said that the question as to different kinds of houses was quite rightly attracting a great deal of attention and the more attention it attracted the better pleased he would be, because, so far as he was concerned, he was not very particular what the house was made of so long as it was a decent dwelling. Some months ago his department called together a number of experts, who, under the chairmanship of Mr. Alban Scott, investigated various proposals as to new methods of construction. These methods mostly included the use of concrete in various forms and hollow blocks of terra-cotta. Houses of steel and concrete, etc., were at present being erected at Redcar, Hereford, Poole, Braintree, Luton, and elsewhere.

With regard to wooden houses, in May last the timber position was nothing like as good as it was now. However, a number of people were invited to send in tenders for different types of wooden houses, and he had the particulars before him. He took the simplest form of house—one with three bedrooms, a living room, and a scullery, with copper, bath and so on—and the price worked out at £689 per house (excluding the land), and to this had to be added cost of draining, lighting, water supply, and fencing, which brought the cost up to £721 10s. per house. Steps were taken long ago with the object of seeing what could be done as to wooden houses, and he was sorry to say the price worked out at £750 per house, and not £250.

THE CONVERTED ARMY HUT.

They must remember that an army hut, which was little more than four walls and a roof, was not a house to which a working man could take his wife and family to live in. They had got to do a good deal to an army hut before they turned it into a house. He was running down wooden houses. He should be glad to accept any house—whether wood, concrete, or terra-cotta—so long as it was a house of the proper standard, but the fact was that they could not get these wooden houses for £250, and he wished people who claimed to be able to provide them at that figure would come along and do so. Such people had not come to that office, although they had been invited. The fact of the matter was that the wooden houses which it had been stated could be provided at £250 each were not houses at all. They were merely four walls and a roof, the cost of which, whether the house was wood or brick, generally worked out at but one-third of the total cost of the house. All the information his department had was that the difference in cost between a wooden house and a brick house was relatively trifling. A number of army huts had been taken over, and several of them were now occupied, but even an army hut, simple as it was, had to have arrangements put in for cooking, heating, and so on, and he was sorry to say that the price of a converted army hut worked out at £400, though the department got the huts out at 33 per cent discount.

THE BIGGEST OBSTACLE.

The fact was that whether the houses were of wood or brick the department were confronted with the appalling cost, which was the biggest obstacle to building. The department would welcome any suggestion which would help them to reduce it. The suggestion, however, that some of the houses which it was proposed to erect would cost £1,200 each was entirely wrong. The tenders which had been accepted up to the present time averaged about £690 each house, and not the very much higher figure which one often saw quoted. That was the average up to two or three weeks ago. It was an appalling figure, but the price was still rising. One of the chief difficulties in regard to the tenders was that in view of the uncertainty as to what was going to happen as to the cost both of materials and labour a liberal margin had to be provided. The department had no power at the present time to prevent people from building cinemas instead of houses. In some districts the demand for all kinds of building apart from housing was so great that it was continually forcing the price up.

NOT ENOUGH CARPENTERS.

There was one other point which should be borne in mind when the erection of wooden houses on a wholesale scale was being considered. Of the different branches of the building trade the carpenters was the branch least capable of rapid expansion or competent to meet a much bigger demand upon it. That was a consideration which must not be lost sight of. The department had done all they could do to whittle down prices. In a large number of cases they had managed to reduce the price per house by £80, and in regard to 5,580 acres of land acquired for housing the price had been reduced from £245 per acre to £186, thus effecting a saving of £329,897. With regard to the conversion of houses in the metropolitan area into flats and tenements, over 1,000 had already been sanctioned for conversion.

Replying to questions, Dr. Addison said that he anticipated that in the first year—that was, by next spring—100,000 houses would have been provided, but he hoped that at least half a million would have been provided within three years. About 8,000 were now in course of erection. These were mostly of brick, but they also included houses of steel and concrete, reinforced concrete, and terra-cotta blocks. Ten or twelve houses were generally being erected on an acre of land. Of course, the number varied. In some cases it was as many as twenty, and in others it was as low as eight. The Redcar houses, which were to be of steel and concrete, were being erected for less than £600 per house, and the houses at Luton, which were of hollow concrete, worked out at £500 per house.

RELAXATION OF BUILDING BY-LAWS IN THE UNITED KINGDOM TO PERMIT THE ERECTION OF WOODEN HOUSES.

The following memorandum of Ministry of Health (General Housing Memorandum, No. 12), giving the regulations under Section 25 of the Housing, Town Planning, etc., Act, 1919, which permit the relaxation of building by-laws in order to allow the erection of wooden houses in the United Kingdom, has been received from the Canadian High Commissioner, London:—

1. The object of Section 25 of the Housing, Town Planning, etc., Act, 1919, is to give to Local Authorities a power, exercisable during the period of three years from July 31, 1919, to allow the erection and use for human habitation of buildings of a kind which may not be permissible under existing by-laws, but which comply with regulations made by the Minister of Health.

2. The regulations have been framed in general terms so as to leave a wide discretion to local authorities in regard to the materials and methods of construction which may be permitted. The walls may be of any material and construction which

give sufficient stability and reasonable protection against the weather. The requirements as to foundations and roofs have been placed at the minimum necessary to safeguard life and health.

It will be open to local authorities to permit the erection and use as dwellings of army huts and similar structures. They can also allow various more or less permanent types of building which do not comply with the present by-laws. A description of some of the types of construction which would be covered is appended by way of exemplification.

A committee has been appointed by the Minister of Health to consider new methods of construction, and particulars of any new methods approved by them will from time to time be published in the official journal, *Housing*.

3. Section 25 provides that the local authority may attach to their consent any conditions which they may deem proper with regard to the situation, sanitary arrangements and protection against fire of the buildings in question.

In the case of wooden huts the construction and position of hearths, stoves, gas cookers and flues will require special consideration, and some suggestions on this subject are appended.

4. The section further provides that any consent given by the local authority may be for a limited period, which may from time to time be extended. The different types of structure which would be covered by the regulations vary considerably in durability. Each particular case will need to be considered on its merits.

The object of the regulations is to encourage new forms of building construction and the immediate provision of additional housing accommodation. It will be desirable that the builder should at the outset receive an assurance that the houses when erected will be allowed to be used for a period which will justify his expenditure, and local authorities should therefore take a liberal view in determining for what period to consent to the use of a building for habitation.

5. Any person who feels aggrieved by the neglect or refusal of the local authority to give their consent under the section, or by the conditions on which consent is given, or as to the period allowed for the use of the building for human habitation, may appeal to the Minister of Health. Before considering any such appeal the Minister may require the appellant to deposit a sum, which is not to exceed £10.

TYPES OF CONSTRUCTION FOR EXTERNAL WALLS.

The following are examples of types of construction of external walls which might be permitted under the regulations:—

- (1) A hollow wall constructed of brickwork, cement concrete slabs or other suitable incombustible material, each part of the wall being not less than 3 inches thick and the intervening cavity being not less than 2 inches. All brickwork or other material forming the wall should be properly and solidly put together with good lime mortar or cement mortar, and the two parts of the wall properly tied together.
- (2) Timber framing covered externally with:—
 - (a) Weather boarding (coated, if of soft wood, with an efficient preservative); or
 - (b) Asbestos sheets not less than $\frac{1}{4}$ -inch thick; or
 - (c) Metal reinforcement coated with good plaster of cement and sand, so that the reinforcement is completely embedded and has not less than $\frac{3}{4}$ -inch of thickness of plaster on each face; or
 - (d) Plates or sheets of metal, and lined internally with asbestos sheets, plaster, plaster slabs, or other suitable material. Match-boardings is not desirable, but should not ordinarily be objected to in the case of a building erected before the making of the regulations and not subsequently re-erected.

- (3) Steel framing from rust, covered externally and lined internally, respectively, in any of the ways described above.
- (4) Good brickwork of solid or hollow bricks, terra-cotta or sawn stone not less than $4\frac{1}{2}$ inches thick, or hollow tiles or cement concrete slabs not less than 3 inches thick or other suitable incombustible material of sufficient thickness and strength, the wall being sufficiently strengthened with solid piers not less than 14 inches by 9 inches properly distributed throughout its length. The wall should be rendered externally in cement and sand or otherwise rendered impervious to moisture. The internal face of the wall should be battened and covered with asbestos sheets, plaster, plaster slabs or other suitable material. The thicknesses above specified would be appropriate in the case of a one-storey building.
- (5) Good cement concrete built *in situ* or solid or hollow blocks of cement concrete or other suitable incombustible material, the wall being not less than 6 inches thick, properly and solidly put together with good lime mortar or cement mortar and rendered externally in cement and sand or otherwise rendered impervious to moisture.

SUGGESTIONS FOR PROTECTION AGAINST FIRE.

1. *Hearths*.—Wherever a stove or furnace in which coal, wood or similar fuel is intended to be consumed is supported from a wooden floor, it should rest on a hearth of solid hard and suitable incombustible material not less than 3 inches thick, projecting in front of the stove or furnace not less than 16 inches and on all sides to a sufficient distance not being less than 9 inches.

2. *Stoves*.—Where any stove or furnace in which coal, wood or similar fuel is intended to be consumed stands within 3 feet of any wall or partition, the wall or partition behind the stove or furnace should, for a height of not less than 4 feet and width of not less than 3 feet, be formed of incombustible material not less than 3 inches thick.

3. *Flue Pipes*.—No combustible material in any wall, partition, floor, ceiling or roof should be within 9 inches of any metal flue conveying smoke from any stove or furnace in which coal, wood or similar fuel is intended to be consumed.

BRUSSELS COMMERCIAL FAIR, 1920.

(*British Board of Trade Journal*.)

The Acting British Consul-General at Antwerp has forwarded copies of the regulations of the Brussels Annual Commercial Fair, which is being organized by the Municipality of Brussels, under the patronage of H.M. King Albert, and supported by the Government and the Province of Brabant, from which the following particulars have been taken:—

The first fair will be held from 4th to 21st April, 1920, and will be open to Allied and Neutral countries. Its object is the bringing together of actual manufacturers and buyers. Business will be done from samples, models, designs, photographs, etc.: the sale of goods at the fair is strictly forbidden.

Exhibits will be divided into groups. Firms must indicate the origin of the goods they desire to exhibit, and if required by the committee, must produce certificate of origin. Explosives and dangerous and noxious materials are excluded.

The prices for spaces are as follows: Covered-in stands, 4 metres by 3 metres, 600 francs; space in a hall for tables, etc., 40 francs per square metre; open-air spaces 25 francs per square metre. Spaces may be booked up to 15th January.

GERMAN GOODS AT THE LEIPZIG FAIR, 1919.

According to reports in British newspapers the Leipzig Fair, which was held in September, afforded an excellent opportunity of studying conditions in the principal German industries, and also the ability of Germany to re-establish her export trade.

About 10,000 firms, and these mostly German, exhibited, and there were 7,000 foreign buyers present. The attendance marked a record, 118,000 persons having visited the Fair—an increase of 20 per cent on the previous largest attendance.

Representative exhibitors in conversation gave a somewhat depressing account of nearly all branches of German industry, the majority of which were said to be bordering on bankruptcy, owing to shortage in coal, and the loss of foreign markets which made them unable to purchase raw materials abroad. In order to penetrate these markets, strong efforts are being directed to the trade in new mechanical devices and novelties, a great many of which were on exhibition.

The general view of the German representatives present was that the trade with the United Kingdom—due to the strong feeling in that country—was for the time being lost, but that through neutral and American channels, the bulk of the export trade would be recovered.

TECHNICAL SECTION.

This section, which includes all types of new machine tools, mechanical and electrical devices and novelties, furnished, in view of export trade, the most important exhibits. These industries have considerable stocks in hand, as they had not been short of iron and coal during the war to the same extent as industries that depended on imported raw materials, and there was little demand in the home markets. The mechanical engineering trade has hitherto been maintained chiefly by foreign orders, and, due to the scarcity of imported raw materials and coal, it is specializing on fine mechanical precision machinery and articles in which these bear a small percentage of value in the finished article. The machines exhibited were characterized by accuracy and fine finish; but it was noticeable that the use of brass was wherever possible avoided—finely finished pressed steel taking its place in some instances.

The following are some of the points suggested by an inspection of this section: (1) Prices are from 200 to 400 per cent above pre-war ranges. (2) Machine tools can usually be delivered from stock. (3) Coal shortage is chiefly responsible for the limitation of output. (4) Specialized new machinery was greatly in evidence, and there was every readiness to sell the covering patents to foreign firms. (5) At the date of the Fair international banking relations had not been re-established with the United Kingdom; but a good deal of business had during the past six months been transacted with Holland, Sweden, Norway, Spain, and North and South America. (6) A large proportion of the goods sold between March and September was for export. (7) Everything relating to export regulations and shipping is arranged by the German exporter. Cash must be deposited in the German bank on the receipt of invoice that the goods are ready to be despatched or, in some cases, that they have been already forwarded.

Certainly the most important factor in the Fair was that covered by specialized new machinery

TOYS.

Toys formed the largest and most representative exhibit that has been seen at any of these fairs. The fact that so many factories are closed down has evidently acted as a spur to effort with a view to the re-establishing of the toy export trade. Not many sales were effected in the doll trade, but great interest was manifested by foreign buyers, and hopes are entertained that large future purchases will be made.

Cheap material and cheap clothing were the characteristics of most of the exhibits of dolls, and the prices for the better class of dolls ranged from 400 to 500 per cent above pre-war prices, due to the scarcity of wool, cotton and linen, which German manufacturers must purchase at the present unfavourable rates of exchange: this also reacts against the exportation of the better-class doll.

Wooden toys were cheap and plentiful, owing to the ample supplies of wood in the country. A large trade was done with neutral countries, especially Holland.

Due to the shortage of felt and cotton, stuffed dolls ranged high above pre-war prices. While there was much novelty in design, sales were few, but a further drop in the mark would probably tempt firms in neutral markets to buy in view of the next Christmas trade.

Mechanical toys furnished, it was stated, the best exhibition yet shown, both in workmanship and novelty of design. These, owing to the fall in the mark, can be exported at less than pre-war prices, and they found many purchasers among neutrals. This trade, it should also be stated, does not depend to any extent on imported materials.

PAPER AND PAPER MANUFACTURES.

Lack of variety characterized the exhibits in this section, the only articles at all plentiful being arts of all descriptions notable for their fine colour work, such as pictures framed and unframed, post cards, calendars, blotting pads, etc., and writing stationery—all flat paper of the usual German type. No manilas were shown.

Scarcity of raw materials has closed down many factories, and the larger concerns are working at about one-third of their maximum output. The higher grades in paper and stationery cannot be produced owing to scarcity of raw materials. The output for home and foreign trade is only a third of the possible. South America forms the principal outside market for this low grade material.

PORCELAIN AND CROCKERY.

Shortage of coal has crippled this industry, the bulk of the factories being closed down. But it was well represented at the Fair, and there was a consensus of opinion that there was sufficient orders, especially from America, to keep them going for some months. Good business was done, large purchases being made on both home and foreign accounts for the most expensive Meissen-class of porcelain, particularly coloured and enamelled ware. The demand in Germany is probably attributable to the desire of every German to transfer his marks into jewels, or permanent articles of value such as fine porcelain.

Table and kitchen crockery, both cheap and high class, was in great demand; but here again the coal shortage made it impossible for manufacturers to fill the orders that were offered.

ALUMINIUM WARE.

One notable exhibit of cigarettes, kitchenware, etc., was seen. It was stated by the principal of this firm that as a result of the coal scarcity the present output per month of raw aluminium blocks was not more than 400 tons—only a tenth of the possible production. This firm had booked orders to keep their factory in Hamburg busy for six months—chiefly with German, Dutch and American firms. But for the shortage in raw aluminium, many more could have been booked.

BUILDING TRADE (CONSTRUCTION MATERIAL).

The interesting feature of the exhibit in this section was the offering of materials which require less coal for their manufacture than those used in the past, and this was strikingly shown in the number of machines that were in evidence for utilization

of factory waste products. These included various clay and natural cement substitutes in place of Portland cement (which requires about half its weight in coal for its manufacture); and artificial marble from gypsum. On all sides were offered gaudy substitutes in lieu of the genuine article.

TEXTILES.

The exhibits in the textile section were poor, and mostly made of shoddy, and there was a great display of paper carpets, rugs, table-cloths, etc. Prices ruled high; for instance, paper rugs, which at a distance looked like the genuine article, cost about double the pre-war price of the genuine article.

One large hosiery manufacturer of Chemnitz stated that owing to shortage of coal and raw materials, only five per cent, of their workers usually employed in the great hosiery trade there were working, the factories either being closed down or operating at a tenth of their former capacity. Such was the shortage of textiles in the country, that in his opinion, even if the factories could re-start at their full output it would be months before they could seek export trade.

The price of foreign textiles for re-selling in Germany is stated to be prohibitive, as the exchange affects both the price of the raw materials and the labour of manufacturing.

MUSICAL INSTRUMENTS.

Large sales were made in musical instruments, especially pianos, in spite of high prices.

JEWELLERY.

In this section heavy purchases were made, by both Germans and foreigners, of expensive silverware and jewellery. Here again the home buyers were probably purchasing in order to transfer their paper money into something of permanent value.

One remarkable feature of the Fair was the large number of foreign purchases, mostly Dutch, Scandinavian and Swiss, although there were a considerable number of Americans present. These foreigners were there to buy and it was only the lack of coal or raw materials in the respective industries which prevented much greater business being done.

Wages are at present (for an eight-hour day) from two hundred to three hundred per cent higher than pre-war rates for a ten-hour day in the past, and the production has diminished by as much as one-third. Lack of food, and the high percentage of war cripples, are contributory causes in the lessened output per man.

CONCLUSIONS.

The fair afforded evidence in plenty of the desire of Germany to work and regain her old place in the industrial world; but her dependence, as a great manufacturing and exporting country, on foreign raw materials and increased coal production at home was strikingly manifest. Directer proof of the difficulties at present confronting Germany could not be had than the fact that the glass, pottery, textile, leather, toy and many other industries are either closed down, or operating at 5 per cent or 10 per cent of their normal output, due to inability to purchase raw materials from abroad at the present low value of the mark.

COMMERCIAL NOTES FROM NORWAY.

COMMERCIAL AGENT C. E. SONTUM.

Imports and Exports for the First Six Months of 1919.

The Norwegian Statistical Bureau has recently sent out a statement about the imports and exports of Norway for the first six months of 1919 as compared with the same period of 1918, from which I extract the following as being of special interest to Canada. As will be noted, there is a great rise in imports since the war closed, and the many restrictions then put upon the trade were discontinued.

IMPORTS.

Description of Goods—	First Six Months, 1919.	First Six Months, 1918.
Meats and pork.. . . . .kg.	7,500,000	6,500,000
Wheat.. . . . .sacks.	555,753	209,823
Corn..“	375,822	21,382
Malt.. . . . .kg.	4,000,000	161,443
Rye.. . . . .sacks.	433,190	176,188
Wheat flour..“	230,661	126,444
Starch.. . . . .kg.	795,592	5,574
Sugar..“	40,500,000	9,500,000
Syrup..“	3,750,000	10
Apples and pears..“	6,000,000	96,221
Dried fruits..“	1,500,000	10,919
Potato-flour..“	390,578	174
Brandy and spirits..“	439,947	76,042
Wool..“	807,873	1,102
Hemp..“	977,661	93,291
Woollen yarn..“	272,041	440
Cotton yarn..“	1,245,659	5,957
Knit goods..“	144,934	5,280
Clothing, readymade..“	147,242	7,707
Collars, cuffs, etc..“	192,933	933
Gloves from half silk..“	4,405	1,115
Hats and caps..“	842,887	356,039
Skins and furs..“	4,000,000	500,000
Boots and shoes made from glazed stock..“	320,844	135
Soap..“	1,596,157	13,337

The import of finer furniture has increased by four times as compared with 1918.

Of automobiles there have been imported during the first six months of 1919 about 500 pieces as compared with 52 during the same period 1918.

EXPORTS.

On the other hand the exports show a decided decrease. The exports of fresh herrings is an exception showing 29½ million kilogrammes during the first six months of 1919 as compared with 15½ million kilogrammes in 1918 during the same period. Of other articles may be mentioned:—

	First Six Months, 1919.	First Six Months, 1918.
Stockfish.. . . . .kg.	4,500,000	9,500,000
Pickled fish..“	449,506	5,236,172
Pickled herrings..“	62,500,000	102,250,000
Smoked herrings..“	97,798	276,678
Canned fish..“	5,500,000	11,000,000
Calcium carbide..“	15,750,000	23,500,000
Ferro-silicon..“	1,500,000	11,750,000

The Pulp and Paper Market.

Mechanical pulp is quiet and the prices have undergone no change lately.

The cellulose market continues firm, and there is a brisk demand for both immediate and later deliveries. Most of the Norwegian mills have been closed down for

some time. The negotiations with the workmen's federation about the new rates of wages have not yet led to any final result, but there is a hope that an agreement will be arrived at shortly.

The coal situation is also causing some anxiety, and on account of the steady rise in the price of coal in connection with the increased cost of labour a further rise in prices for cellulose is expected.

The paper market is also advancing and has much improved during the last two months. The demand is very good. The price of "news" in rolls is at present about kroner 500 (\$133.33) per ton.

Weekly Quotations for Wood-pulp at the Bourse in Christiania.

During a meeting at the Bourse in Christiania last week, it was resolved to take up weekly export quotations of wood-pulp, and at the same meeting the following quotations for export were fixed for that week.

Prime white moist spruce-pulp, kroner 118 (\$31.46) per English ton f.o.b. East Norway ports; £8 sterling c.i.f. London.

Prime white, dry spruce-pulp, kroner 245 (\$65.33) per English ton f.o.b. East Norway ports; £17 sterling c.i.f. London; 60 francs per 100 kilogrammes c.i.f. Rouen, net cash.

Bleached sulphite, kroner 630 (\$168); easy bleaching, kroner 475 (\$126.67); strong kroner 420 (\$112); easy bleaching sulphite, kroner 425 (\$113.33); kraft, kroner 400 (\$106.67).

Such official quotations will no doubt regulate the trade and serve as a leader for every sale. At the same time such quotations will be of importance for all calculations, and besides it is thought that the foreign customers with greater confidence will seek the Norwegian market in preference to others, where such quotations are not established.

New Direct Steamship Line to Canada.

The Norwegian-American Line has inaugurated direct steamship connection between Norway and Canada. Two steamers will leave Norway for Canada this fall, and later on there will be a steamer every month each way. The line's own steamers exclusively will take up this route after the same plan and at the same rates of freight as those ruling for the New York line of this company.

Export Duty in Iceland.

The Government of Iceland has introduced a law which goes into force at once, and which fixes an export duty on different Icelandic products—such as herrings, 54 cents per barrel, but after April 1, 1920, 81 cents per barrel; for cod liver oil, 16½ cents per barrel; for salted fish, 7 cents per kilogramme; for wool, from 13½ to 27 cents per 50 kilogrammes according to quality; for horses, \$1.33 each; and for eider-down, \$2.67 per 50 kilogrammes.

IMPORTS TO CERTAIN SOUTH RUSSIAN PORTS FREE.

The Russian Consul General at Montreal has transmitted the translation of a cable received by the Russian Embassy at Washington, D.C., on October 28, 1919, from the Chief of the Department of Commerce of Southern Russia, which reads as follows:—

"Import of merchandise to Odessa, Novorossiysk, and Vladivostok is completely free."

IMPORT RESTRICTIONS IN POLAND.

The following statement by the Consulate General of Poland for the United States on import restrictions in Poland has been transmitted through the Canadian War Mission to the Canadian Trade Commission, Ottawa:—

To import goods of any character into Poland it is necessary to be provided with an import license issued by the Government Commission of Import and Export, Warsaw, Elektoralna 2. Such license may be obtained either by mail or by shipper's representative-respectively consignee, in Warsaw.

Goods intended for Poland should be consigned to the Polish Government Bureau of Purchasing Articles of First Necessity, in Danzig, with instructions as to the ultimate receiver of the shipment in Poland, giving his full name and address.

Such regulations are provided for the following reasons:—

1. To prevent importation of goods from undesirable or enemy sources.
2. In order to control proper distribution of goods.
3. To eliminate all dishonest speculation.

These regulations tend to improve the import, export, and distribution of goods in Poland, and the Polish Bureau of Purchasing Articles of First Necessity, which is the successor of the functions exercised by the Inter-Allied Relief Commission in Danzig up to July 14, 1919, is not only controlling the import, but also protects the goods within the territory of Danzig (which as yet is under German control), and attends to their safe transportation from Danzig to the place of destination in Poland.

Following are the regulations in detail, covering imports, exports and transit:—

The Government Commission of Import and Export, Warsaw, Elektoralna 2, hereby informs the commercial and trade circles interested in the subject, that applications to the commission for rights of import and export must include the following particulars:—

1. Name and address of the applicant.
2. Description of goods.
3. Weight (or quantity).
4. Value of the goods.
5. Country from which the goods come or to which the goods go.
6. Custom house in Poland, through which the goods are to be entered or passed.
7. Currency in which the goods will be paid for.
8. Place, terms and manner of payments.
9. Through whom the payment will be effected.
10. Is payment guaranteed and by whom?

Applicants must enclose with the applications a notarially authenticated copy of their trade certificates (industrial, merchant, etc.), which remains on file with the secretary of the commission. With the shipment applications following, no copies of trade certificates are necessary.

With applications for import of goods already bought or paid for there should be necessarily enclosed the original bill of lading, receipted bills or other documents, proving payment, with translations into Polish of all enclosed documents.

Bills of lading or receipts covering a variety of goods should be accompanied by a detailed statement in triplicate of the price and value of each article.

All applications, claims for refund, etc., to the Government Commission of Import and Export should be filed by the shipper or receiver of the goods in person and by non-resident persons through the mail. Applicants in person should possess properly identifying documents.

No applications or documents of any kind coming from commission or forwarding agencies will be received or considered. Such if received by mail will be invariably

returned. Applications should have pasted on them treasury stamps in the sum of 4 marks (or 7 Austrian crowns), and on each sheet of enclosures, bills, receipts, specifications, etc., there should be attached a stamp 1 mark (or 1.70 Austrian crowns).

Applications not in accordance with the above requirements will be returned to the applicants without being considered.

The following regulations of the Ministries of Commerce, Treasury, Approvisionnement, Agriculture and State Lands, relating to the export from foreign countries and in transit should be complied with.

In accordance with Article 2 of the Decree relating to import, export and transit, dated February 7, 1919—Journal of Government Laws and Regulations, p. 15—it is decreed as follows:—

Until further orders, custom-houses must pass without special permit of the Commission of Import and Export, respectively of the Ministry of the Treasury, the following goods:—

A. Import.

1. Arms, ammunition and other articles for the equipment of the army, belonging to or shipped for the use of Polish military authorities by order of the Ministry of Military Affairs.

2. Mail parcels containing food, not exceeding 5 kilogrammes in weight.

B. Import and Export.

All goods excepting articles of food, in small quantities transported by inhabitants of the frontier zone for their own use.

C. Import, Export and in Transit.

1. Daily papers, periodicals, sheet music and books.

2. Articles intended for the use of duly accredited representatives of foreign governments.

3. Samples of goods and material not available for other uses excepting foodstuffs and articles of government monopoly.

4. Articles of every day necessity carried by travellers for their personal use during their journey or necessary for the conduct of their profession.

5. Tobacco products carried by travellers in quantity of 25 cigars or 100 cigarettes or 100 grammes of tobacco per person.

6. Used household articles, clothing, wearing apparel, linen, bedding, belonging to persons transmigrating.

7. Railroad cars belonging to transportation companies with all accessories necessary for their operation and belonging to their equipment; also—in the frontier zone—all other means of transportation, also mounts, carting and packing animals with necessary harness, covering, and forage intended for their use if it is not questioned that the journey was not undertaken with the intention of evading the laws governing import, export or transit.

CHANGES IN ITALIAN CUSTOMS DUTIES ON NEWS PRINT PAPER.

(United States Commerce Reports.)

A cablegram from Commercial Attaché Dennis, Rome, October 25, 1919, states that on account of the high prices and the acute shortage of raw materials, a royal decree issued October 21, permits the importation into Italy of newsprint paper in rolls free from customs duties until January 1, 1920. Import permits are still required, but will be granted freely to meet legitimate needs of newspapers. The regular duty on newsprint paper is 12.50 lire (gold) per 100 kilogrammes, or about \$0.01 per pound.

THE RUSSIAN ECONOMIC SITUATION AND POSSIBILITIES FOR CANADIAN TRADE IN SIBERIA.

The following memorandum on the Russian economic situation and the possibilities for Canadian trade in Siberia has been prepared by the Hon. Raymond E. Hubbard, of the Siberian Supply Company:—

It is becoming increasingly clear that the continued chaos in Russia is largely due to economic conditions, and that military means alone cannot supply the remedy. The Russians will never become law-abiding and contented citizens until they are able to obtain the primary necessities of life at reasonable prices. The need for manufactured articles in Russia and Siberia is very great, and the failure of successive post-revolutionary Governments can be largely attributed to the fact that they have all been unable to do anything to improve the appalling economic conditions.

The British Government being desirous of assisting to relieve the situation undertook, in the early autumn of 1918, in conjunction with the United States Government, to supply commodities to Siberia at fair prices and under Government control. The British Government appointed Mr. Leslie Urquhart its agent for Siberian supplies, and Mr. Urquhart in his turn formed the Siberian Supply Company to carry out the instructions of the British Government. This company works solely for and on behalf of the British Government, purchasing goods in England under the control of the Board of Trade and selling them in Siberia under the control of the British Commercial Commissioner. The United States Government formed at Washington the Russian Bureau Incorporated of the War Trade Board, with a working capital of \$5,000,000, and appointed as its representative at Vladivostok, Mr. Heid, formerly agent of the International Harvester Company.

Sir George Foster was in London when the plans were under consideration and asked Mr. Hubbard, who was in charge of the Siberian Supply Company's operations in Siberia, to visit Ottawa on his way to Vladivostok and inform the Canadian Government of the British Government's intentions. The Canadian Government were interested in the scheme and appointed the Siberian Supply Company as its agents in Siberia. A preliminary credit of \$1,000,000 was allotted for the purchase of goods in Canada through the Canadian Trade Commission at Ottawa for sale in Siberia.

On the signing of the armistice in November, 1918, the War Trade Board at Washington began to diminish its activities, and the Russian Bureau has done practically nothing towards the supply of goods for Siberia.

Conditions in Siberia were found to be so bad that it has not been possible to carry out fully the intended policy of the British and Canadian Governments. Absence of a recognized government and completely disorganized financial and transportation systems have made trade on any sound lines practically impossible. To sell goods is simple; to get paid extremely difficult. The continuous fall in the value of the rouble and the impossibility of obtaining foreign exchange has made it equally difficult to sell goods for roubles, subsequently purchasing foreign exchange for remittance, and for Siberian purchasers to pay for their goods in sterling or in dollars. Trading operations have therefore been limited to sales to the value of about £300,000 sterling of British goods and about \$250,000 of Canadian goods. The British goods, chiefly cotton and woollen clothing materials, drugs and stationery, have been sold for sterling to one of the largest and best of the Siberian co-operative societies—the Union of Siberian Creameries Association—who have accepted bills of exchange payable 6, 7, 8, and 9 months after receipt of documents. The Canadian goods, seeds, spare parts for agricultural machinery, and surplus militia stores, have been sold for cash largely to the Ministry of Supplies of the Siberian Government. About fifty per cent of the value of these goods have already been encashed and the balance will be paid when the goods are finally handed over. These goods have been sold at cost price plus five per

cent to cover administration expenses, and it is hoped that when the final accounts are presented the Canadian Government will receive a small profit as the result of these transactions.

The agreement between the British Government and Mr. Urquhart has now expired, and Mr. Hubbard is returning to England to report on the situation.

It would seem very desirable that the small beginning which has been made in the introduction of Canadian goods on the Siberian market should be continued. There has been a tendency in Siberia to confuse Canadian goods with those of the United States, classifying them all as American, but it is now known that Canada can supply many classes of manufactured articles of good quality upon conditions which enable her to compete with any other country. Agricultural machinery, tools of every description, woollen and cotton goods, and good quality enamelware would appear to be articles in which a permanent Canadian trade can be established while at the present time there is a demand for manufactured articles of every description. The great difficulty is the arrangement of terms of payment. Credit is essential, and Canadian manufacturers cannot be expected to supply the necessary credit at their own risk. It is understood that the Siberian Government has arranged for credit in England and the United States on the security of a gold deposit, and it would appear that the Siberian Government is anxious to arrange for credit in Canada in the same way. Negotiations are at present proceeding between the financial attaché of the Russian Embassy at Washington and the Canadian woollen manufacturers for the purchase of woollen goods to a value of over \$8,000,000, and a representative of the Siberian Government is shortly coming to Ottawa to confer with the Canadian Trade Commission as to how arrangements can be made for the supply of Canadian goods to Siberia. In addition to this it is the intention of the Siberian Government to arrange for the export of Siberian raw products, wool, bristles, flax, skins and furs to Canada and other countries in order to establish trade balances abroad. In this connection a special department of foreign trade has been established at Omsk and Vladivostok.

While Government co-operation in facilitating the export of Canadian goods to Siberia, and in arranging for the shipment and disposal of Siberian raw products, is at the present time essential, it cannot be too clearly impressed upon Canadian manufacturers that the future of Canadian trade in Siberia does not depend on any government commissions or agencies but on the manufacturers themselves. It is impossible to do business in Russia without a knowledge of the language and of business conditions, and the sooner this knowledge is acquired the better. The Allied intervention in Siberia has met with small success because of the lack of people who know how to talk to and deal with Russians. In this respect Germany has enormous advantage, and it is largely on this account that Germany has such a good chance of regaining her old supremacy in Russia. The Baltic provinces contain thousands of German-Russians from which the army of commercial travellers for German firms has been recruited, and unless steps are taken to prevent Germany from recapturing the Russian market there will be assuredly formed a German-Russian combination which before many years are passed will be a new menace to the world.

TO ENSURE THE FRUITS OF VICTORY
BUY VICTORY BONDS

FORESTRY IN THE UNION OF SOUTH AFRICA.

TRADE COMMISSIONER W. J. EGAN.

Cape Town, September 19, 1919.—The *South African Journal of Industries*, in their July number, give an interesting article on Forestry in the Union of South Africa. Insistent demands having been made for some years past by all sections of the community that a comprehensive programme of afforestation should be embarked on, the Union Government decided at the beginning of the year 1918 to place a sum of £50,000 on the loan vote for this object.

NEW AFFORESTATION SCHEMES.

In his report for the year ending March 31, 1919, on afforestation schemes, the execution of which is to be carried out from the fund above mentioned, the Chief Conservator of Forests sets out the position of the Union in regard to natural forest resources, the present acreage of Government plantations, and the schemes of afforestation which are being undertaken.

NATURAL FOREST RESOURCES.

In 1913, the last normal year, the Union imported 17,500,000 million cubic feet of timber, worth just short of £1,250,000 sterling. Nearly 90 per cent of that was coniferous timber, i.e., soft timber, and the Chief Conservator of Forests estimates that even if fully developed, the natural forest resources of the Union are never likely to be able to supply 5 per cent of the requirements of the country.

Assuming, on a very conservative estimate, that an acre of plantation will yield 100 cubic feet of timber per annum, the report points out that it will take 350,000 acres to produce the probable requirements of the country in fifty years' time. At present there are only 70,000 acres of government plantations in the Union, and of these 20,000 acres are for special purposes, as, for instance, 7,000 acres in the Transkei to provide hut wattles for natives. From the foregoing the need to press on with afforestation schemes is apparent.

With the extra funds now provided, certain projects have been selected and started. The work is being confined mainly to mountain land, which is of little value for any other purpose, but the question of accessibility for easy distribution of timber has not been overlooked.

The following table gives a few particulars of the plantations which have been started:—

Name.	District.	Total area in acres.	Area to be afforested yearly, in acres.	Total Cost.
Geelhoutboomberg..	George..	5,000	250	£ 3,750
Groenkop.	George.	10,000	333	5,000
Farleigh.	Knysna.	20,000	400	5,000
Buffelsnek.	Knysna.	8,575	350	4,375
Storms River.	Humansdorp.	6,000	200	3,600
Witte Els Bosch..	Humansdorp.	5,700	300	5,400
Hankey.	Humansdorp and Uitenhage.	30,000	1,000	10,000
Isidenge.	Stutterheim.	2,000	400	4,000
Umsin wanya.	Mtunzini.	2,000	250	2,500
Magoeba's Kloof..	Pietersburg.	4,000	450	5,000
Totals		92,275	3,933	£49,125

The different works will take from five to fifty years to complete, and the average cost per acre is placed at slightly less than £13. Regarding this figure, which is no

doubt high, it is pointed out that white labour costing 6s. 6d. per day will be very largely employed at the first six centres mentioned in the list, and that the acres to be afforested are chiefly mountain slopes which cannot be ploughed, and which will have to be cultivated by hand.

COST OF ESTABLISHING PLANTATIONS AND PROBABLE RETURN.

On the question of the cost of establishment and upkeep of the plantations, the Chief Conservator of Forests remarks that, taking £15 per acre as the cost to establish, with land of the value of £1 per acre at the beginning and end of the rotation, rate of interest, 4 per cent, and cost of upkeep, 5s. per acre per annum, the cost of the crop at thirty years would be £65, at forty years £99 11s., and at fifty years, £150 15s. As pine may be expected to be worth from £150 to £250 per acre at thirty to fifty years of age, these afforestation schemes should not prove unprofitable.

In addition to the report on these new afforestation schemes, the Forest Department has also recently issued its annual report on the general work of the department for the year ended March 31, 1918. During that period the department afforested 3,631 acres, of which 1,566 acres were planted for railway sleepers in the railway sleeper plantations.

An interesting comparison is drawn between the revenue from the indigenous forests and that from plantations, the revenue from the latter being nearly double that from the natural forests and more than double if the railway plantation returns are included. The yield of timber and firewood from plantations also exceeds greatly that from forests. From the Western Conservancy, a purely plantation area, 800,000 cubic feet were obtained during the year, worth over £11,000, whereas from the Midland Conservancy the most heavily forested area in the Union, the yield was only 394,000 cubic feet, of the value of £6,000.

As the world's consumption of timber is rapidly growing while the area of forests is decreasing, it is of national importance that the Union should be in a position to supply a large proportion of its own requirements of timber, and from the above significant figures it is evident that only by the establishment of plantations will it be possible to be less dependent on other countries for such requirements.

REGULATIONS GOVERNING PROHIBITED EXPORTS FURTHER AMENDED.

Memorandum of the Department of Customs, No. 2345-B, issued on October 21, reads as follows:—

Memo. 2334-B is hereby cancelled.

Referring to Memo. 2172-B, and subsequent memoranda based on Orders in Council passed under the authority of the War Measures Act, 1914, prohibiting the exportation of goods from Canada, the following regulations are approved in regard to licensing of goods for export:—

REGULATIONS.

1. Individual licenses shall be required for export of the following goods *in any quantity* to all destinations, viz.:—

Gold coin.

Gold bullion.

Fine gold bars.

Russian rouble notes.

Cocaine and its salts and preparations.

Opium and its preparations.

Opium alkaloids and their salts and preparations.

Wheat.

Wheat products.

Sugars (except maple).

Raw hides, skins and leathers for boot and shoe purposes.

2. Individual licenses shall be required for the export of firearms to destinations other than the United Kingdom, British possessions and protectorates.

3. Individual licenses shall be required for all prohibited exports destined to Russia.

4. Individual licenses shall be required for export to Turkey, Bulgaria, ports on the Black sea (not including Roumanian ports), Austria, Hungary, Jugo-Slavia, Montenegro, Albania, Bosnia, Herzegovina, Dalmatia and Arabia, of the following articles:—

Arms of all kinds.

Aircraft of all kinds, including aeroplanes, airships, balloons and their component parts, together with accessories and articles suitable for use in connection with aircraft.

Armour plates.

Armoured motor-cars.

Barbed wire and implements for fixing and cutting same.

Camp equipment, articles of, and their component parts.

Clothing and equipment of a distinctly military character.

Explosives specially prepared for use in war.

Field glasses.

Guns and machine guns.

Gun mountings.

Limbers, military wagons of all descriptions.

Harness or horse equipment of a military character.

Implements and apparatus designed exclusively for the manufacture of munitions of war.

Mines, submarines.

Projectiles, charges, cartridges, and their component parts.

Range-finders and their component parts.

Searchlights and their component parts.

Submarine sound signalling apparatus.

Materials for wireless telegraphs.

Torpedoes.

Warships, including boats and their component parts of such a nature that they can only be used on a vessel of war.

5. Individual licenses shall be required for export to Bulgaria of the following:—
All articles listed in section 4, preceding, and, in addition thereto:

Saddle or pack animals, motor-cars and bicycles.

Locomotives and rolling stock.

Telegraphs and telephones, and their component parts.

6. Except as provided for in sections 1, 2, 3, 4 and 5, preceding, a general export license has been authorized by the Canadian Trade Commission covering exports to all destinations.

7. Where individual licenses are required for export, applications therefor shall be addressed to the Canadian Trade Commission, Ottawa, except in respect of the following:—

- (a) Gold coin, gold bullion, fine gold bars and Russian rouble notes, for which applications for license to export shall be addressed to the Deputy Minister of Finance, Ottawa;
- (b) Wheat and wheat products, for which applications for license to export shall be addressed to the Canadian Wheat Board, Winnipeg; and
- (c) Cocaine and its salts and preparations, opium and its preparations, and opium alkaloids and their salts and preparations, for which applications for license to export shall be addressed to the Minister of Trade and Commerce, Ottawa.

Wheat and Wheat Products.

Memorandum of the Department of Customs No. 2349-B, dated November 3, reads as follows:—

Referring to Memo. 2345-B, you are advised that the regulations therein contained, so far as they relate to the export of wheat, apply to all mixed grains containing wheat.

The limitation of such application in Memo. 2340-B, to mixed grains numbers 1, 2 and 3 is hereby cancelled and individual licenses will be required for the export of all mixed grains containing wheat irrespective of grade.

CLEARANCE OF VESSELS AT CANADIAN OCEAN PORTS.

By the Immigration Act, Amendment of 1919, it is provided as follows (section 29, subsection 2):—

“No vessel shall be granted clearance if the master, agent, owner, charterer or consignee violates or refuses or neglects to comply with any provision of this Act.

“Provided, however, that clearance may be granted upon deposit with the immigration agent or officer in charge at a port of entry of a sum of money equal to the maximum fine or penalty which may be imposed for the violation of any of the provisions of this Act.” [*Vide* Memorandum of Department of Customs No. 2348-B, published October 30.]

Collectors at ocean ports are instructed not to grant a clearance to any vessel arriving in Canada from, or departing for any port or place outside of Canada, until the immigration agent or officer in charge certifies that the master of the vessel has complied with the provisions of the Immigration Act.

THE FRENCH MARKET FOR AGRICULTURAL MACHINERY.

(*Trade Commissioner Leslie C. Wells, in United States Commerce Reports.*)

Although the French market for agricultural machinery has been carefully worked over, there is some ground for hope that the present scarcity and high price of labour will make it somewhat easier of exploitation in the immediate future than in the past, even in localities where the land holdings are of very moderate size. Exporters who wish to make the effort to take advantage of whatever opportunities the situation offers may be helped by a consideration of the following large aspects that it presents.

During the war those French farmers who were not mobilized have received extremely high prices for their produce and have been exempt from war taxes. Capital among them is abundant, particularly among the wine growers in the southern part of the country, who have during the past year sold ordinary wine at the vineyards for eighteen and even twenty times the pre-war price. They do not personally need credit, though the dealers who sell to them may be forced to ask for it by the present rate of exchange, which is a discouraging factor for many French importers.

There is, however, another class of farmers who will need credit, who may secure it in part from the French Government or from local instrumentalities, but who will be obliged also to ask for it from dealers. They are the demobilized soldiers returning to their fields after from one to five years of service. The dealers will in turn ask it from the foreign manufacturer. They will, other things being equal, buy in the country where they can secure it. Whatever sentiment they may have against purchasing in the German market, the pressure of economic factors may easily force them to it. It is to be expected that the German manufacturer will make every effort to supply spare parts for the implements he sells and to take the responsibility for the proper functioning of the machines of his own creation for a reasonable time after

selling them. This is a service the French have been unable to secure from some American makers. It would seem worth some sacrifice on the part of American manufacturers to sell in the French market during the coming year or two, as channels of trade that are established during that period are likely to continue. The bitterness caused by the late struggle will gradually become dulled, and the tenacious German will find the task of holding an acquired market in France in the future still easier than that of securing it at present. The moment is a strategic one.

The desire of the demobilized farmers for agricultural machinery will probably be greater than that of those who were not in the army. Some of the departments in and near which the war was fought are in agricultural methods among the most advanced in France. This is due in part to natural reasons and in part to the location in that region of the busiest industrial towns of the Republic. The wages there offered have attracted much of the rural population away from the farms, and for years the farmers have been harder pressed there than elsewhere to meet the increasing cost of labour by improvements in culture and the use of modern implements. This the soldiers had an opportunity to observe, and many of them had actual experience back of the front working on farms more progressive than those they are now returning to. If these men are enabled to get at an early date the machinery they will be demanding, and are thereby encouraged to remain on the farms or in some cases to acquire new farms, they will set the example of its more intensive use and become agents of propaganda for it through a considerable part of the country.

FRENCH CUSTOMS DUTIES ON PARTS, ETC., FOR AGRICULTURAL MACHINERY.

(British Board of Trade Journal.)

The French *Journal Officiel* for the 27th September contains a Presidential Decree, dated the 23rd September, which modifies the schedule of "coefficients of increase" of customs duty annexed to the Decree of the 8th July, 1919, so far as concerns Tariff Nos. 532, 533, 535 bis and 554, to read as follows:—

Customs Tariff.	Articles.	"Coefficient of Increase."
<i>ex. 532</i>	Component pieces of machines and of shafting, of non-malleable cast-iron, turned, filed or adjusted, <i>with the exception of pieces obviously destined for agricultural machines, imported therewith or separately.</i>	3
<i>ex. 533</i>	Component pieces of machines, of steering and brake apparatus, and of shafting, of wrought or stamped iron or steel, of cast-iron or steel, of malleable cast-iron, and component pieces of motor car frames of pressed or welded steel sheet, <i>with the exception of pieces obviously destined for agricultural machines, imported therewith or separately.</i>	3
<i>ex. 535 bis.</i>	Component pieces of machines and of shafting, not specified, of two or more metals, such as iron, steel, cast-iron, copper, pure or alloyed with any metal specified in preceding Tariff Nos., such as brasses, coppers, and accessory apparatus for water, gas or steam, <i>with the exception of pieces obviously destined for agricultural machines, imported therewith or separately.</i>	3
<i>ex. 554</i>	Iron castings for machinery or for ornament, <i>with the exception of parts obviously destined for agricultural machinery.</i>	3

The alterations effected by the present Decree consist of the addition to the specifications under the tariff headings of the words printed in italics above.

The effect of the Decree is that pieces and parts (of the kinds indicated) obviously intended for agricultural machines will, on importation into France or Algeria, pay only the rates of duty prescribed in the customs tariff—other articles coming under the tariff headings in question continuing to pay, as under the Decree of the 8th July, three times the rates of duty prescribed in the tariff.

EXHIBITIONS OF BRITISH GOODS AT SAO PAULO, BRAZIL.

(*British Board of Trade Journal.*)

In order to ensure the success of the series of exhibitions which is being held at Sao Paulo by the British Chamber of Commerce of Sao Paulo and Southern Brazil, it has been resolved that British merchants and exporters, as well as manufacturers of British goods, shall be invited to participate.

The first of the series of exhibitions (textiles), has had to be postponed for a few months, but it is hoped that the second, covering hardware and trades allied to that industry, may be inaugurated not later than 1st January, 1920, to be followed by an exhibition of fancy goods on or about the 1st April, 1920.

The object of the Chamber in arranging for this series of exhibitions is solely that of encouraging the sale of British-made goods in the Brazilian market, and it is hoped that British merchants and exporters will take advantage of this opportunity to bring their goods to the notice of local buyers.

NOTE.—It should be noted that the Secretary of the British Chamber of Commerce in Sao Paulo has invited Canadian manufacturers to participate.

PROPOSED IRRIGATION SCHEME IN BRAZIL.

(*British Board of Trade Journal.*)

The Brazilian Congress has been asked to authorize the expenditure of over £12,000,000 in the construction of irrigating canals and in other works tending to improve certain regions, and permit of denser population in areas that now complain of labour shortage.

In view of the fact that some of the most important regions of the Republic would be affected very favourably by the construction of such canals, it is contended by those in official circles that the project will eventually succeed.

BUSINESS CONDITIONS IN ARGENTINA.

The following excerpts from the last periodical report of Messrs. Ernesto Tornquist and Company, the well known Argentina bankers, on conditions in the Republic, contain reliable commercial information of interest to Canadian exporters. This report, which has just come to hand, was issued 31st July, 1919:—

Our last report contained the aggregate amounts of Argentina's commercial interchange for 1918 (subject to revision) taken from the preliminary official statement. [See *Weekly Bulletin* 890, p. 232, and 810, page 281.] Meanwhile the definite figures have been published and, as the differences resulting are of some importance, we now deem it advisable to give the definite figures (real value) below:—

Imports for the year 1918..	gold \$	500,602,800
Exports..	"	801,466,500
Total..	gold \$	1,302,069,300
Real favourable commercial balance..	"	300,863,700

In order to facilitate comparison, we give below the "real value" of our imports and exports for the years 1913, 1915, 1917 and 1918.

(We have classified the countries in accordance with the importance of their trade with Argentina in the year 1918.)

Imports (Value in gold \$).

	1913.	1915.	1917.	1918.
United States.. . . .	\$ 73,012,668	\$ 75,589,885	\$138,084,920	\$169,506,948
United Kingdom.. . . .	154,053,513	91,234,392	82,984,790	124,960,102
Brazil.. . . .	10,898,057	13,973,500	37,875,632	49,373,561
Spain.. . . .	14,582,567	15,262,371	27,492,924	41,779,304
France.. . . .	44,815,230	17,916,135	22,602,647	25,954,483
Italy.. . . .	40,947,525	28,492,638	26,343,374	20,008,772
Japan.. . . .	1,021,918	1,100,620	3,319,255	15,207,830
Chile.. . . .	833,314	1,044,804	3,732,224	8,343,661
Paraguay.. . . .	2,673,126	3,041,808	5,213,825	7,313,598
British possessions.. . . .	9,137,244	11,253,213	3,286,291	6,176,401
Mexico.. . . .	1,593,405	20,349,360	6,093,701	5,353,724
Uruguay.. . . .	3,762,166	2,530,020	6,977,408	4,537,836
Peru.. . . .	1,580	1,723	1,287,109	3,958,305
Sweden.. . . .	3,676,817	2,775,137	2,022,979	3,277,626
Cuba.. . . .	1,326,076	1,172,615	2,684,399	3,220,726
Switzerland.. . . .	3,236,376	2,068,872	3,013,166	3,206,349
South Africa.. . . .	92,871	271,852	57,098	1,938,456
Bolivia.. . . .	296,632	484,413	846,001	1,642,206
Holland.. . . .	4,795,220	2,666,636	2,266,875	1,050,980
Portugal.. . . .	689,693	321,224	699,887	1,023,711
Norway.. . . .	2,661,600	1,841,582	1,620,622	916,212
Canada.. . . .	1,944,180	1,523,885	482,808	388,592
Germany.. . . .	83,933,786	7,609,355	294,655	221,628
Belgium.. . . .	25,839,752	1,149,142	96,036	159,009
Denmark.. . . .	240,233	827,580	200,486	98,633
French possessions.. . . .	24,604	2,910	13,147	63,718
Australia.. . . .	1,204,292	11,328	33	32,953
Russia.. . . .	527,114	17,093	1,480	15,399
Austria-Hungary.. . . .	6,983,664	355,592	9,796	1,292
Other countries.. . . .	1,421,871	598,321	717,610	870,737
In all.. . . .	\$496,227,094	\$305,488,006	\$380,321,178	\$500,602,752

Exports (Value in gold \$).

	1913.	1915.	1917.	1918.
United Kingdom.. . . .	\$129,275,029	\$172,065,818	\$160,847,019	\$305,881,279
United States.. . . .	24,589,025	93,706,075	161,270,764	165,151,620
France.. . . .	40,509,709	42,091,293	72,569,231	113,052,166
Italy.. . . .	21,521,771	42,699,796	28,894,536	40,280,952
Brazil.. . . .	26,107,988	22,847,172	22,820,489	33,346,557
Spain.. . . .	5,174,842	7,448,733	9,134,591	23,816,137
Uruguay.. . . .	6,766,810	8,299,518	10,688,022	15,011,390
Chile.. . . .	2,088,368	1,805,164	4,364,991	8,634,386
Paraguay.. . . .	2,044,685	1,616,980	3,360,388	5,234,785
South Africa.. . . .	175,451	377,213	1,998,295	4,839,635
Sweden.. . . .	1,153,450	5,237,200	2,668,260	4,457,348
French possessions.. . . .	329,688	165,336	13,946,205	4,440,592
Norway.. . . .	1,157,893	2,917,147	7,814,165	4,221,751
Japan.. . . .	18,838	.....	2,110,596	2,806,575
Bolivia.. . . .	1,215,332	541,631	684,213	1,298,011
Denmark.. . . .	787,028	1,605,869	3,969,077	1,263,238
Holland.. . . .	24,297,932	19,641,148	5,274,277	1,094,611
Canada.. . . .	.....	.....	10,024	640,003
Cuba.. . . .	685,459	236,866	73,589	329,267
Peru.. . . .	5,296	284,066	295,655	326,351
British possessions.. . . .	748,472	971,586	1,120,504	187,134
Mexico.. . . .	126,673	143,537	.....	52,704
Portugal.. . . .	575,635	1,044,049	58,500	30,000
Switzerland.. . . .	.....	.....	2,330,852	23,346
Australia.. . . .	.....	5,185,729	.....	—
Austria-Hungary.. . . .	3,486,063	.....	.....	—
Belgium.. . . .	35,154,027	.....	.....	—
Germany.. . . .	62,201,615	.....	.....	—
Russia.. . . .	652,939	.....	.....	—
Other countries and to order ..	128,305,893	151,247,353	33,865,776	65,046,650
In all.. . . .	\$519,156,011	\$582,179,279	\$550,170,049	\$801,466,488

In accordance with the foregoing data we can make up the following summary of our foreign trade:—

Imports and Exports Together.

	1913.	1915.	1917.	1918.
United Kingdom.. . . .	\$283,328,542	\$263,300,210	\$243,831,809	\$430,841,381
United States.. . . .	97,601,693	169,295,960	299,355,684	334,658,568
France.. . . .	85,324,939	60,007,428	95,171,878	139,006,649
Brazil.. . . .	37,006,045	36,820,672	60,696,121	82,720,118
Spain.. . . .	19,757,409	22,711,104	36,627,515	65,595,441
Italy.. . . .	62,469,296	71,192,434	55,237,910	60,289,724
Uruguay.. . . .	10,528,976	10,829,538	17,665,430	19,549,226
Japan.. . . .	1,040,756	1,100,620	5,429,851	18,014,405
Chile.. . . .	2,921,682	2,849,968	8,097,215	16,978,047
Paraguay.. . . .	4,717,811	4,658,788	8,574,213	12,548,383
Sweden.. . . .	4,830,267	8,012,337	4,691,239	7,734,974
South Africa.. . . .	268,322	649,065	2,055,393	6,778,091
British possessions.. . . .	9,885,716	12,224,799	4,406,795	6,363,535
Mexico.. . . .	1,720,078	20,492,897	6,093,701	5,406,428
Norway.. . . .	3,819,493	4,758,729	9,434,787	5,137,963
French possessions.. . . .	354,292	168,216	13,959,352	4,504,310
Peru.. . . .	6,976	285,789	1,582,764	4,284,656
Cuba.. . . .	2,011,535	1,409,481	2,757,988	3,549,993
Switzerland.. . . .	3,236,376	2,068,872	5,344,018	3,229,695
Bolivia.. . . .	1,511,964	1,026,044	1,530,244	2,940,217
Holland.. . . .	29,093,152	22,307,784	7,541,152	2,145,591
Denmark.. . . .	1,027,261	2,433,449	4,169,563	1,361,871
Portugal.. . . .	1,265,328	1,365,273	758,387	1,053,711
Canada.. . . .	1,944,180	1,523,885	492,832	1,028,595
Germany.. . . .	146,135,401	7,609,355	294,655	221,628
Belgium.. . . .	60,993,779	1,149,142	96,036	159,009
Australia.. . . .	1,204,292	5,197,057	33	32,953
Russia.. . . .	1,180,053	17,093	1,480	15,399
Austria-Hungary.. . . .	10,469,727	355,592	9,796	1,292
Other countries and to order..	129,727,764	151,845,674	34,583,386	65,917,387
In all.. . . .	\$1,015,383,105	\$887,667,285	\$930,491,227	\$1,302,069,240

As may be seen from the last statement, the United Kingdom again ranks first in our foreign trade with 33,1 per cent, followed by the United States with 25,7 per cent, and France with 10,7 per cent; Brazil comes next with 6,3 per cent, Spain with 5 per cent, and Italy with 4,6 per cent, Uruguay follows with 1,5 per cent, Japan with 1,4 per cent, Chile with 1,3 per cent, and Paraguay with 1 per cent. Our trade with these countries represents 90 per cent of the total.

It is worth mentioning that the Argentine interchange with South American countries has considerably increased during the last six years, i.e., from 5,6 per cent in 1913 to 10,7 per cent in 1918.

GERMAN AND AUSTRIAN IMMIGRATION.

The arrival of German and Austrian commissions is announced with the object of purchasing camps to be colonized by immigrants from those countries. These commissions are said to have already acquired several lands in Misiones.

BANKS.

During the months of April and May last, the balances of the local banks again showed an increase in loans and discounts against a slight reduction in deposits and cash reserve.

In June, however, as a result of active export transactions, the situation changed fundamentally, deposits increased briskly and at the end of June remain higher than on March 31, while loans and discounts and cash reserve have not changed much.

Single name paper now commands 7-7½ per cent, endorsed bills from 6¼ to 7 per cent according to signature and overdrafts stand at 7-8 per cent.

The following figures show the position of local banks from the beginning of this year up to the 30th of June last:—

		Loans and Discounts.	Deposits.	Cash Reserve.
		\$ Paper.	\$ Paper.	\$ Paper.
January	31, 1919.. . . .	1,947,100,000	2,845,200,000	954,900,000
February	28, 1919.. . . .	1,969,500,000	2,798,400,000	955,600,000
March	31, 1919.. . . .	1,998,000,000	2,810,100,000	956,100,000
April	30, 1919.. . . .	2,011,000,000	2,800,100,000	922,500,000
May	31, 1919.. . . .	2,023,300,000	2,817,800,000	946,100,000
June	30, 1919.. . . .	2,011,500,000	2,882,400,000	951,800,000

CLEARING HOUSE.

A proof of the activity which is prevailing everywhere is also furnished by the movement in the clearing house. As may be seen from the undermentioned figures, a larger amount of business was handled through said channel during the first seven months of this year than during the same periods of 1917 and 1918 (all figures in paper \$):—

	1917.	1918.	1919.
January.. . . .	1,599,276,000	1,956,533,800	2,140,466,000
February.. . . .	1,413,286,700	1,724,321,200	1,985,464,900
March.. . . .	1,687,041,100	2,101,035,500	1,988,425,600
April.. . . .	1,490,233,900	2,473,608,100	2,216,270,300
May.. . . .	1,564,710,700	2,276,993,800	2,508,316,600
June.. . . .	1,606,661,100	2,154,322,200	2,856,019,100
July.. . . .	1,547,216,900	2,419,172,500	3,434,085,900
Totals.. . . .	10,908,426,400	15,106,487,100	17,129,048,400

INSURANCE.

The year 1918 has proved to be a very satisfactory one as regards insurance business which has acquired a considerable development in our country as may be observed by the undermentioned figures:—

Total amount insured during the years—

	Paper \$.
1918.. . . .	5,423,353,800
1917.. . . .	4,142,094,600

The insurances effected in 1918 covered the following risks:—

	Paper \$.
Fire.. . . .	4,405,961,600
Maritime.. . . .	735,910,600
Accident.. . . .	31,576,900
Life.. . . .	62,641,200
Labour accident.. . . .	186,356,200
Live-stock.. . . .	907,300
Total.. . . .	5,423,353,800

Of this total, paper \$2,994,840,400=55 per cent correspond to transactions by insurance companies operating with foreign capital.

Foreign companies' insurances for fire and maritime risks amount to paper \$2,468,120,700 and \$449,900,800 respectively against paper \$1,937,840,900 and \$286,009,800 insured by local concerns, whereas larger sums were insured by national companies in the remaining items.

The number of transactions realized during 1918 were 204,270, of which 122,290 have been for account of national companies and 81,980 for foreign concerns.

FAILURES.

The subjoined figures, representing the monthly totals of liabilities for the first six months of this year, compared with those of the same period of last year, clearly show that, notwithstanding an important increase experienced in May, the losses for the same period of last year, clearly show that, notwithstanding an important increase experienced in May, the losses for the first half of 1919 are below those of 1918:—

	1919. Paper \$.	1918. Paper \$.
January.. . . .	1,306,800	2,021,700
February.. . . .	1,849,000	2,538,800
March.. . . .	4,153,700	3,378,400
April.. . . .	2,590,200	4,354,700
May.. . . .	6,149,400	4,111,400
June.. . . .	1,911,500	7,291,800
	<hr/> 17,960,600	<hr/> 23,696,800

RAILWAYS.

The subjoined official figures give an idea of the working results of the railway companies in Argentina (private enterprises) during 1918, compared with those of 1917:—

All Private-owned Railways.

	1918.	1917.
Passengers.. . . . number.	55,914,462	55,867,143
Cargo.. . . . tons.	33,877,573	25,829,535
Gross revenue.. . . . Arg. gold \$	157,104,319	110,042,604
Expenses.. . . .	116,211,491	79,387,654
Gross receipts.. . . . "	40,892,828	30,654,950

It must, however, be borne in mind that from the above totals no charges have been provided for the amortization and reserve funds.

In view of the fact that the net receipts of some railways have not been satisfactory, the executive power has recently issued a decree in reply to requests made by the Buenos Aires Great Southern Railway Co., Ltd. (one of the most important lines with the highest working percentage), the Western Railway Co., Ltd., and the Buenos Aires Pacific Railway Co., Ltd., authorizing them to increase some of their tariffs.

The gross receipts of all the important railways have increased during the financial year 1918-19, as compared with 1917-18, which is due to greater traffic hauled as also to increases in tariffs.

GOLD RESERVE.

On the 31st of July, 1919, the gold reserve was 76.80 per cent of the parity of the notes in circulation; as guarantee of the latter which amounted to paper \$1,165,287.288.60, the following gold deposits existed on the same date in possession of the undermentioned:—

	Gold \$.
"Caja de Conversión"	284,719,997.36
Argentine Legations.. . . .	99,078,388.07
"Banco de la Nación Argentina" (as part of the conversion fund)	10,000,000.00
In all.. . . .	<hr/> 393,798,385.43

It is announced that the gold deposited in the Argentine Legations will soon be shipped to Argentina.

	Gold \$.
During the first half of 1919, gold imports amounted to	14,787
While the exports (*) during the same period reached a total of. . .	17,939
Consequently, there has been a balance against the country during the first half of 1919, of	3,152

* Exports authorized in accordance with law No. 9483, of August 12, 1914, in favour of travellers leaving the country and for payment of maritime freights and passages.

Nevertheless, since the beginning of July, 1919, important remittances of gold were effected by the United States, of which no official records are yet available.

On the 30th of June last, gold deposits in local banks, including the "Banco de la Nacion," amounted to gold \$53,849,423.

EXCHANGES.

The most conspicuous feature of the last few months' operations has been the pronounced weakness of some of the foreign exchange rates quoted here, and it is not necessary to repeat that this is once more the result of the paramount influence of the European war, which not only diverted the currents of interchange all over the world, but also fundamentally altered the basis existing in normal times for payments in foreign currency. Diminution of productive power in most of the countries involved in the war and, as a consequence thereof, trade balances against them, shipping difficulties, embargo on gold exports, etc., are the factors which are mainly responsible for having everywhere drawn the foreign exchanges from their customary channel.

It is therefore no wonder that the removal of official support in the United States, Great Britain, France and Italy, setting the exchanges free to find their own level, had a depressing effect on some of the foreign exchange rates. French francs and Italian liras and even the £ were more particularly affected and fluctuations were of importance, the more so as considerable grain and other products transactions provoked increased offers of foreign exchange. As a result of the relaxation of the gold export embargo in the United States and the decline of the £ in New York, the dollar exchange was in brisk demand and its rate almost immediately went up to and even passed par. Some important gold shipments from the United States have already arrived here and at Montevideo, so that the big bonus which for a long time had to be allowed here on Uruguayan exchange tends to disappear.

Quotations of telegraphic transfers have been as follows:—

	July 31, 1919.	April 30, 1919.	December 30, 1918.	Maximum reached and date.
London	52½-52¾	51½-51¼ ¹¹ / ₁₆	51 ¹ / ₁₆ -51¾	13/12/1917-54½
Paris	6.80- 7.00	6.04- 6.07	5.57- 5.60	30/ 7/1919- 7.02
Italy	8.18- 8.23	7.50- 7.55	6.48- 6.53	24/11/1917- 9.46
Spain	4.96- 4.99	4.92- 4.95	5.06- 5.09	—
New York	104.00-104.50	99.40-99.70	97.45-97.90	13/12/1917-92.50
Switzerland . . .	5.25- 5.30	4.90- 4.93	4.84- 4.88	—

[The second and concluding portion of the report will appear in the next number of the *Weekly Bulletin*.]

PROPOSED FLOATING DOCKS FOR SOUTH AMERICAN RIVERS.

(*British Board of Trade Journal*.)

The President of the Argentine Republic has addressed a message to Congress, asking for an appropriation of 3,202,000 pesos (say £4,000,000) for the construction of floating docks in the rivers Parana, Uruguay, and Paraguay, with the object, it is stated, of facilitating commerce in those regions where ships meet with great obstacles in loading and discharging cargoes.

It is considered that the construction of these docks is urgent in that without them the interior regions will remain in their present state of isolation. The docks proposed are eighteen in number, and are to be placed at points designated by a commission of engineers nominated by the Government.

THE BRITISH SHOE INDUSTRY EXPORT COMBINATION.

In the last number of the *Weekly Bulletin* (p. 881) we published an article from the *Times Trade Supplement* outlining the general scheme of the central organization of the British Shoe Manufacturers (Limited). This company, it may be recollected, is a combination of boot and shoe manufacturers for the purpose of developing the overseas trade in British-made footwear.

The article referred to indicated that the company proposes to establish the system of a central selling agency for its members, who will, however, remain financially independent of one another except in so far as they invest capital in this combination.

Another article in the *Times Trade Supplement* of October 11 explains the policy adopted as regards the production side of the organization.

ORGANIZATION BY DISTRICTS.

The boot manufacturing industry is localized. Northampton produces for the most part men's boots of a high grade; Leicester produces the corresponding women's boots and shoes. The counties, of which these towns are the principal centres, produce similar boots of cheaper grades. The heavy boots suitable for agricultural labourers, miners, etc., are made in Leeds, the Kingswood district of Bristol, and in Chesham, in Buckinghamshire. Manufacturers in each of these districts will be invited to subscribe to the company, and those who do so will then proceed to produce a range of standard samples, which will be designed for particular overseas markets. The samples will be subjected to the criticism of this local body of manufacturers in the first instance, and when finally approved will thus represent the best that the united efforts of the British producers of the particular class of goods can make. The same body will draw out standard specifications and standard costings for their productions. It will become a co-operative body, sharing knowledge and experience to enable the trade to develop; it will give standards to its centre of the trade. These standards will be the basis on which the central organization will take orders.

CRAFTSMANSHIP AND STANDARDIZATION.

The establishment of a standard in the production of boots does not, however, mean anything approaching all-round uniformity. It means uniformity of price and specification. It may arrive, with great effort, at something near to uniformity of wearing value. It can never, in any except the heavy grade of workmen's boots, mean uniformity of style. The production of one factory will always differ from the production of another. As between the extremes of a class that would be called the first grade of manufacture the difference will be marked; as between the extremes of the firms who might desire to make a boot of standard quality the difference might be represented by shillings per pair. The scheme thus affords to manufacturers all the advantages of standardization and all the encouragement and inducement to specialization. Furthermore, labour will not be uninterested, since such a plan, with its possibility of a continuous flow of work, means the opportunity of high piecework earnings.

Such is the proposal of the British Shoe Manufacturers (Limited) in so far as production is concerned.

INSPECTION.

In each district it will be necessary to secure that the production, packing, and despatch of goods is subject to inspection. This system is already operative in the largest producing district, where an inspector regularly visits factories manufacturing for the company, in order to secure, not only adherence to specification, but to give

such information as will secure that the productions of the various firms are as nearly as possible equal in value when they are making to a common sample.

Each manufacturer has an identification number, and the company desires to encourage buyers to note the productions and their special characteristics of the several constituent houses. All goods are packed in uniform cartons, with uniform labels, and the company is at present considering the adoption of a standard packing-case of its goods. The company has its own trade-mark, which, with the words British Shoe Manufacturers (Limited) as part of it, ensures that where these boots go they will be known and judged as British workmanship. It is a scheme that a trade can only adopt when it is very confident of the excellence of its productions and is satisfied that it can by such co-operative effort secure a firm place in the overseas market on the value of its goods.

TERMS.

A further point of importance to manufacturers is the terms of credit. The overseas trade, whether done direct or through exporting houses, has had no standard of terms of credit and discount. Credit has in many instances had to be given for long periods, and manufacturers have thus in effect combined the two functions of bootmaking and moneylending.

It is of the greatest importance to the development of British trade, whether at home or overseas, that these functions shall be separated. Manufacturers ought to give the shortest credit possible in order that their capital can be used again and again in production. All goods made for the British Shoe Manufacturers' Company will be paid for in cash within ten days; this is one of the most obvious advantages the company has to offer the manufacturer.

The company, in its earliest days, is being asked to undertake orders equal to the exportable surplus of the whole country for many weeks to come. Its development will be watched with interest.

THE RISE IN SILVER: ITS CAUSES AND EFFECTS.

(*The London Times.*)

The apparent rise of about 140 per cent in the market value of silver within the last five years is a remarkable phenomenon. For a long series of years before the war, the price of silver had been falling, owing to the constant increase of output from the mines, particularly those of Mexico. In 1911 the "record" production of 226,192,923 ounces had been reached, three times that of 30 years and six times that of 50 years earlier. The average market price during 1913 had been a little over 27d. per ounce, and at that time it was the general impression of the market experts that about 27d. per ounce was likely to remain indefinitely a fair price, in view of the regular known demand, whether for coinage or for use in the arts. The actual progress of events has upset all such calculations, and may be shown succinctly in the following table:—

LONDON PRICE IN PENCE PER OUNCE.

	1913.	1914.	1915.	1916.	1917.	1918.	1919.*
Highest.	29½	27¾	27¼	37½	‡55	49½	86¼ (Oct. 3)
Lowest	25½ ¹⁶	22½	22½ ¹⁶	26¼ ¹⁶	35¼ ¹⁶	42½	47¾ (Feb. 21)
Range.	37 ¹⁶	5½	4½ ¹⁶	107 ¹⁶	195 ¹⁶	7	—
Average.	279 ¹⁶	255 ¹⁶	231½ ¹⁶	31½ ¹⁶	49½	‡479 ¹⁶	—

* To October 10.

‡ Highest (September 21) since 1878.

‡ In April, 1918, the Pittman Act in the United States, for sanctioning the sale to India of 350,000,000 silver dollars from the Washington reserve, provided that the United States Treasury should eventually replenish it by buying back silver at a dollar an ounce. This approximately fixed a minimum price, the London parity of a dollar per ounce, plus shipping charges, being about 47d.

§ Highest since March, 1859.

Before the close of 1914, after the outbreak of war, the price had dropped about 4d. below the quotation in June. It was not till 1915 was fairly advanced that the squeeze for gold began on account of payments by the Allies to America, and that more silver currency had to be put in circulation in the United Kingdom, France, and Russia; while India, having to be ruled out from the countries to which we could allow gold to flow, began to concentrate on imports of silver in payment for its large trade balance in exports. And it was not till about February, 1916, that these increasing demands took the price above the 1913 level.

CAUSES OF THE RISE.

As with other commodities, the cause of the rise was partly diminution of supply, but far more the increase in demand. World production had declined since 1913 (when it amounted to 223,900,000 ounces), mainly owing to the disturbances in Mexico, which, previously, with about 80,000,000 ounces), was the largest producer. But it was still about 170,000,000 ounces in 1918. It was not so much this reduction in supply, but the utterly abnormal demand, becoming more and more exacting from early in 1916, first from our own Government and those of the European continent for currency, and then to satisfy the enormous requirements of India, that forced the price further and further up. In 1916 the demand was considerably in excess of the year's production, and the price would have been much higher than it was if it had not been for large sale, by China to India. The exports of silver from China to India amounted to about 43 million ounces. In May, 1916, it was already feared that a level would be reached at which it would pay to melt rupees, and the Allied Governments, which had hitherto been buying independently, arranged not to compete with one another in the market, hoping thus to steady the price.

In 1917 the chief feature was still the large continuous purchases by the Indian Government, chiefly met by sales from China, whence 39 million ounces were sent. But the demands of the Royal Mint, France, Russia, and Italy, were also constant; and on the United States joining the Allies in April these were further increased. Restrictions had to be placed by India on the export or import of silver on private account, also on the export of silver from the United States, and from Great Britain to Scandinavia and Holland. At the end of the year, however, the general belief among market experts was that in 1918 the demand would be less keen.

MAXIMUM PRICE FIXED IN 1918.

As a fact, business was indeed less sensational that year, with spells of actual dullness in the market, but this was mainly owing to new restrictive measures. At the opening of the year, there was at once a further rise from 43½d. at the end of December to 45½d. early in January, owing to reports that the United States Government intended to commandeer the whole American output and fix the selling price at a dollar per ounce; but when this was not done the London price declined to 42½d. in February and March. Then in April, 1918, the passing of the Pittman Act by the United States Congress, by which the selling of 350 million silver dollars from the Washington reserve was authorized, provided for future purchases by the United States Treasury at a dollar per ounce to replace them. This, of course, settled the minimum world price of silver. The British and American Governments next imposed a maximum market price, London's being made to correspond to New York's, according to the exchange, and from May 2 till the end of 1918 there were only five changes in the London quotation (the United States Government raising its maximum price on August 21 to 101½ cents)—i.e., May 2, 49½d.; May 13, 48½d.; July 2, 48½d.; August 21, 49½d.; November 12, 48½d.; and December 6, 48½d. During 1918 the large Indian purchases (including that of the dollars from the Washington reserve) were again the predominant feature.

Finally, the present year having, on February 21, seen the London quotation down to 47½d., on May 9 the maximum prices were taken off by both the American and the British Governments. The London price in a free market at once rose to 53½d., and on May 11 to 58d. From that point, after some fluctuations in the interval, the rise again began in September, and has culminated for the present on October 3 at 64½d., though reacting again about 1d. during the past week, the demand from China, which has been largely replacing its silver sent to India, having become now an additional cause of pressure.

THE POSITION OF INDIA.

It cannot be emphasized too strongly that, large as have been the purchases of silver by our own and the continental mints during the past five years (the silver circulation in the United Kingdom being now to the amount of about £50,000,000, as compared with about £15,000,000 before the war), it has been the Indian demand, in satisfaction of India's favourable trade balance, that has really dominated the market. As was pointed out by a particularly well-informed statistical correspondent in our columns on July 21 last, India, in the five pre-war years, had an excess of exports over imports of the value of 261 millions sterling, and this was liquidated by the import of 142 millions sterling in funds (council drafts, etc.), and 120 millions (of which 80 per cent was gold) in treasure; but in the five years ended last March, while India's favourable balance was 254 millions sterling, the import of funds (council drafts, etc.) was 100 millions, and that of treasure only 36 millions, leaving the heavy drain of 118 millions on the government's rupee balances in India. While in five pre-war years the net imports of silver into India formed altogether 26 per cent of the world's production, in 1915-16 they were 17 per cent, in 1916-17 53 per cent, in 1917-18 42 per cent, and in 1918-19 122 per cent. While the world supply of silver during the war was diminished by 19 per cent, India's net imports increased by 282 per cent. In 1916, 1917, and 1918 the Indian mints coined 1,035 million rupees, an amount equal to the coinage of the preceding years. Since Indian exchange represents the gold-price in London of the command over rupees in India, and India's favourable trade balance involves an increased demand in London for the right to rupees in India, the gold-price of silver has been forced up, and with it the value of the rupee itself. The result has been seen in the successive raisings of the price of the rupee from its pre-war 1s. 4d. to 1s. 5d. in August, 1917, 1s. 6d. in April, 1918, and still further this year to 1s. 8d. on May 12, 1s. 10d. on August 11, and 2s. on September 16. And if the price of silver were to go still higher, it would seem necessary to advance the value of the rupee accordingly, with all the further complications that would ensue to the Indian currency problem.

EFFECTS AND PROSPECTS.

The question now is whether the present price-level for silver is likely to be maintained or even to go higher still. But the answer really depends on the extent of the continued demand from India and China, and time alone can show. Among experts in the silver market no confident opinion is expressed. It is accepted, in any case, that the price cannot fall below 47d. for a very long time to come, owing to the provision already mentioned in the Pittman Act; and it is thought hardly likely that any early fall would be below 60d., even if the present "record" price is not exceeded.

A further rise would complicate the currency problems of gold-standard countries as well as those of silver-using countries, such as China and India. Owing to the high price of silver, China can purchase goods abroad more cheaply than she can produce them, and gets less money (a smaller amount of silver) for her exports. This may be considered to be to our advantage, since it encourages British exports to China and discourages imports. As regards India, the rise in the value of the rupee has already greatly hampered the Indian export trade, while on the other hand it has benefited our own export trade to India. Lancashire in particular stands to benefit from any fur-

ther rise in the price of silver, and therefore of the rupee. But the tea plantation companies stand to lose, for they sell their produce in sterling and have to remit a large proportion of the proceeds to meet their expenditure in rupees; therefore the rise in the cost of rupees is a serious matter for them, and it has resulted already in the price of Indian tea being raised in London.

For our own domestic currency purposes it is necessary to bear in mind that, at 66d. per ounce, or only a further rise of about 2d. or 3d. per ounce, it would begin to pay to melt down English silver coins and sell them as metal. This would result in driving the existing silver coinage out of circulation, and compel the Government either to mint something different or to substitute paper notes.

NEED FOR AGRICULTURAL IMPLEMENTS IN RUSSIA.

(Trade Commissioner Arthur H. Redfield, *The Hague, in United States Commerce Reports.*)

In the last ten years before the war, writes a correspondent of the *Algemeen Handelsblad*, Russian industry was continually gaining importance. The country, which had hitherto been exclusively agricultural, had become almost entirely independent of foreign countries for a great number of important industrial products. Backed by a strong support on the part of the Government, a number of financial and industrial leaders strove to put Russia in a position to provide entirely for its own needs. Certain branches of industry could already export successfully to foreign countries. As an example, one can point to the importance of the Russian rubber industry. The well-known Russian rubber shoes went to foreign countries in hundreds of thousands of pairs each month. Even in automobile tires, Russia had a considerable export trade.

At first the war greatly stimulated industrial development. It is quite comprehensible that in the very field in which Russia was so dependent on Germany a strong effort was made to become all at once entirely self-sufficient and independent. If it had been France and England that dominated Russian imports, there would not have been so strenuous an effort to establish new industries and to manufacture articles that had never been made in Russia before.

FOUNDATION LAID FOR MANY NEW INDUSTRIES.

With strong support on the part of the Government a great number of new industrial enterprises arose. A venture was even made to manufacture electric incandescent bulbs. The capacity of the new factories was by far insufficient to satisfy all the requirements of Russia, but the foundation was laid for many new branches of industry. Unsettled conditions, however, have crippled all industry since that time. With the rejuvenation of Russia the national industry must be revived anew.

It is a noteworthy fact that in Russia the very branches of industry which should be of the greatest importance to the country are entirely neglected. Russia possesses no large factories for making agricultural machines and implements. It must even be confessed that no scythes are made in Russia. The ordinary plough with one share is made in two factories—one in Riga and one in Kharkof. The attempt that was made by the locomotive works at Kharkof to manufacture other agricultural implements has proved a total failure, in spite of the large sums of money that were spent. Year after year this branch of the industry was worked with considerable loss, which exercised a very detrimental influence upon the dividends of an otherwise profitable factory.

SCARCITY OF IMPLEMENTS CAUSES HIGH PRICES.

For several years there has been a scarcity of agricultural machinery, and even of the simplest agricultural implements in Russia. Austria and Germany formerly

supplied each year a large number of scythes. English implements were also brought, but in spite of their better quality they were less in demand, because they could not compete with the Austrian and the German articles in price or in terms of payment.

Then came the great war, which affected the import trade with the adjacent countries. This had an immediate influence on the price of agricultural tools, which rose rapidly. Wholesalers had no stocks, and there was no domestic production. Every one thought only of war material and war orders; no one thought of the production of agricultural implements. Even the locomotive works at Kharkof turned its plant for making agricultural tools, now working at a loss, into a profitable munition factory. During the revolution much of the equipment of the large estates was destroyed, so Russia now faces a total lack of farm implements. How great this lack is at present may be seen from the fact that in the summer of 1918, 150 roubles apiece was paid for ordinary scythes, and even broken or blunted scythes were sold for 75 to 90 roubles apiece.

NEW HARD-WEAR CLOTH ON BRITISH MARKET.

(*Trade Commissioner Henry F. Grady, London, in United States Commerce Reports.*)

A new textile fabric, which, it is claimed, will tend to lower the present high cost of men's clothing is being placed on the market by a Pudsey (Yorkshire) manufacturer. The London agents of the manufacturer state that the new cloth is made entirely of silk noil (or short fibres); and that, while superior in wearing properties to a pure worsted, it can be sold at the price of shoddy cloth, or one-fourth the price of the best wool fabrics. It is said to be strong and almost untearable, very suitable for hard wear, and can be obtained in grays, browns, and blacks. The new fabric is claimed to be a British discovery and is at present manufactured by only one firm.

UNITED STATES SHARE IN CHINESE TRADE.

The following table gives some of the principal articles imported into China in 1918, with the percentage supplied by the United States, as furnished to the American Chamber of Commerce, of China:—

Articles—	Value.	Percentage from United States.
Automobiles.. . . .	\$ 1,518,666	48
Cigarettes.. . . .	28,612,390	47
Coffee.. . . .	1,072,288	49
Cotton, raw.. . . .	7,242,126	6½
“ grey shirtings.. . . .	12,157,359	4
Dyes: paint and paint oil.. . . .	1,265,331	13½
Electrical materials and fittings.. . . .	4,930,900	20
Furniture, and materials for.. . . .	1,338,981	23
Iron and mild steel—		
Bars, new.. . . .	3,739,522	37
Nails and rivets.. . . .	2,114,502	47
Pipes and tubes.. . . .	3,444,921	64
Sheets and plates.. . . .	3,619,097	48
Galvanized sheets.. . . .	1,209,203	43½
“ wire.. . . .	1,100,906	45
Steel bars, hoops, sheets, plates, etc.. . . .	3,094,833	58
Tinned plates.. . . .	5,039,511	40½
Machinery, textile.. . . .	1,968,538	9
Medicines.. . . .	6,104,717	5
Oil—		
Kerosene.. . . .	33,690,351	35
Lubricating.. . . .	2,180,197	61
Paper.. . . .	8,641,572	17
Railway materials (excluding sleepers).. . . .	1,693,764	49½
Shoes and boots, leather.. . . .	3,020,615	66½
Tobacco.. . . .	6,739,182	47
Wax, paraffin.. . . .	1,341,212	35

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending October 31, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	119,594	37,681	66,486	.....	45,910	269,671
Empire Elevator Co.	174,121	129,769	40,668	14,475	14,431	373,464
Consolidated Elevator Co.	581,472	85,395	44,298	33,709	21,865	766,739
Ogilvie Flour Mills Co.	372,633	120,553	103,590	.....	42,461	639,237
Western Terminal Elevator Co.	178,771	96,955	7,874	24,302	5,429	313,331
G. T. Pacific.	179,869	242,631	43,874	21,867	20,630	508,871
Grain Growers' Grain Co.	107,265	359,874	120,136	.....	80,115	667,390
Fort William Elevator Co.	209,232	343,249	38,963	20,142	20,118	631,704
Eastern Terminal Elevator Co.	* 222	* 487	.....	.....	7	* 702
Northwestern Elevator Co.	243,524	35,064	27,893	44	4,659	311,184
Port Arthur—						
Port Arthur Elevator Co.	468,778	338,081	102,231	27	58,076	967,193
Sask. Co-op. Elev. Co.	520,658	242,280	42,824	13,428	8,020	827,210
Can. Govt. Elev.	90,857	52,084	21,873	27,070	10,922	202,806
Thunder Bay.	237,542	375,717	96,912	11,659	15,667	737,497
Davidson & Smith.	75,004	101,695	31,528	.....	7,229	215,456
Eastern-Richardson.	197,229	126,423	23,139	3,957	10,319	361,067
Vancouver Can. Govt. Elevator.	3,732	28,413	1,385	.....	.....	33,530
Total Public terminal elevators ...	3,760,059	2,715,377	813,674	170,680	365,858	7,825,648
Saskatoon Can. Government Elevator..	343,989	131,980	1,538	.....	†4,028	477,507
Moosejaw Can. Government Elevator..	296,821	136,395	6,264	568	1,270	445,846
Calgary Can. Government Elevator....	703,968	114,854	6,347	113	3,020	828,302
North Transcona, C.P.R. ....	.....	.....	None in	store.	.....	.....
Total interior terminal elevators	1,344,778	383,229	14,149	681	8,318	1,751,155
Depot Harbour.	235,965	.....	.....	.....	.....	235,965
Midland—						
Aberdeen Elevator Co.	371,383	73,753	42,266	.....	.....	487,402
Midland Elevator Co.	378,261	278,303	87,236	.....	.....	743,800
Tiffin, G. T. P.	1,610,537	.....	.....	.....	.....	1,610,537
Port McNicoll.	1,545,635	53,983	.....	.....	.....	1,599,618
Collingwood. ....	.....	.....	.....	.....	.....	-
Goderich—						
Elevator & Transit Co.	297,165	248,219	.....	16,412	.....	561,796
Western Canada Flour Mills Co., Ltd.	421,229	.....	.....	.....	.....	421,229
Toronto—						
Campbell Flour Mills Co.	121,626	40,832	.....	.....	.....	162,458
Kingston—						
Montreal Transportation Co. ....	.....	.....	.....	.....	.....	-
Commercial Elevator Co. ....	.....	.....	.....	.....	.....	-
Port Colborne Dom. Govt. Elevator ...	.....	.....	.....	.....	.....	.....
" Maple Leaf Milling Co., Ltd.	212,601	.....	.....	.....	.....	212,601
Prescott. ....	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners No. 1	2,129,444	237,529	391,906	.....	28,400	2,787,279
" No. 2	1,814,943	306,438	87,502	.....	38,268	2,247,151
Montreal Warehousing Co.	1,163,859	50,535	41,588	.....	.....	1,725,982
Ogilvie Flour Mills Co.	472,639	3,871	.....	.....	.....	476,570
Quebec Harbour Commissioners.	75,022	17,473	.....	.....	.....	92,495
West St. John, N.B., C.P.R.	212,930	.....	.....	.....	.....	212,930
St. John, N.B., Can. Nat. Rys. ....	.....	.....	.....	.....	.....	-
Halifax, N.S.	154,253	.....	.....	.....	.....	154,253
Total public elevators.	11,687,552	1,310,936	650,498	16,412	66,668	13,732,066
Total quantity in store.	16,792,389	4,409,542	1,478,321	187,773	440,844	23,308,869

† Corn. * Grain overshipped.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended October 31, 1919.**

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		17,660	63,503		81,163
No. 1 Northern.....		670,151	813,487	5,367,510	6,856,148
No. 2 ".....		817,641	210,789	2,695,792	3,724,222
No. 3 ".....		622,027	48,299	2,400,282	3,070,608
No. 4 Wheat.....		229,913	4,112	376,534	610,559
No. 4 Special.....				53,033	53,033
No. 5 ".....		71,005	2,582	8,088	81,675
No. 6 ".....		30,937			30,937
Other.....		1,300,725	197,006	786,313	2,284,044
Totals.....		3,760,059	1,344,778	11,687,552	16,792,389
Oats—					
No. 1, C.W.....		8,141			8,141
No. 2, ".....		586,798	101,902	397,800	1,086,500
No. 3, ".....		598,546	36,700	394,442	1,029,688
Ex. No. 1 Feed.....		40,862	43,893	114,131	98,886
No. 1 Feed.....		170,877	37,508	9,423	217,808
No. 2 ".....		618,809	50,115	153,891	822,815
Other.....		691,344	113,111	241,249	1,045,704
Totals.....		2,715,377	383,229	1,310,936	4,409,542
Barley—					
No. 3, extra C.W.....		709		1,460	2,169
No. 3, C.W.....		134,906	754	199,487	335,147
No. 4 ".....		312,502	8,040	322,224	642,766
Feed.....		113,321	1,673	110,210	225,204
Rejected.....		168,631	1,428	17,117	187,176
Other.....		83,605	2,254		85,859
Totals.....		813,674	14,149	650,498	1,478,321
Flax—					
No. 1, Northwestern Canada.....		155,573	674	16,412	172,659
No. 2, C.W.....		7,312			7,312
No. 3, ".....		4,400	4		4,409
Rejected.....			3		3
Other.....		3,390			3,390
Totals.....		170,680	681	16,412	187,773
Rye—					
No. 1, C.W.....		1,051			1,051
No. 2, ".....		194,623			194,623
No Grade.....		34,387			34,387
Rejected.....		76,381			76,381
Other.....		59,416	4,290	66,668	130,374
Totals.....		365,858	4,290	66,668	436,816
Corn.....			4,028		4,028
Total quantity in store.....		7,825,648	1,751,155	13,732,066	23,308,869

Wheat and other Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East, on October 31, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>October 31, 1919—</i>			
Terminal Elevators.....	3,760,059	4,065,589	7,825,648
Interior Terminals.....	1,344,778	406,377	1,751,155
Public Elevators in the East.....	11,687,552	2,044,514	13,732,066
Total.....	16,792,389	6,516,480	23,308,869
<i>November 1, 1918—</i>			
Terminal Elevators.....	11,712,636	4,048,149	15,760,785
Interior Terminals.....	2,390,942	526,834	2,917,776
Public Elevators in the East.....	5,146,828	1,025,612	6,172,440
Total.....	19,250,406	5,600,595	24,851,001
<i>November 2, 1917—</i>			
Terminal Elevators.....	4,581,406	5,564,464	10,145,870
Interior Terminals.....	363,695	254,509	618,204
Public Elevators in the East.....	9,592,189	843,171	10,435,360
Total.....	14,537,290	6,662,144	21,199,434
<i>November 3, 1916—</i>			
Terminal Elevators.....	9,850,280	5,820,803	15,671,083
Interior Terminals.....	353,024	83,184	436,208
Public Elevators in the East.....	6,393,347	9,048,655	15,442,002
Total.....	16,596,651	14,952,642	31,549,293
<i>November 5, 1915—</i>			
Terminal Elevators.....	16,870,762	4,026,538	20,897,300
Interior Terminals.....	175,304	59,098	234,402
Public Elevators in the East.....	5,353,373	1,529,130	6,882,503
Total.....	22,399,439	5,614,766	28,014,205
<i>November 5, 1914—</i>			
Terminal Elevators.....	10,094,264	3,594,889	13,689,153
Interior Terminals.....	269,536	44,780	314,316
Public Elevators in the East.....	7,406,105	2,012,251	9,418,356
Total.....	17,769,905	5,651,920	23,421,825

Quantity of United States Grain in Store at Public Elevators in the East for the Week ended October 31, 1919.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Montreal Warehousing Co.....	59,578					59,578
Harbour Commissioners No. 2.....		2,536			1,014	3,550
Midland Elevator Co.....				49,605		49,605
Tiffin, G.T.P.....	50,923					50,923
	110,501	2,536		292,454	1,014	406,505

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended October 31, 1919.

PUBLIC TERMINAL ELEVATORS.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Receipts..... Rail....	3,299,435	1,123,461	300,323	56,462	36,622	4,816,303
Shipments—						
Lake.....	2,505,757	526,428	261,833		45,623	3,339,641
Rail.....	518,395	271,008	58,713	14,829	1,275	864,220

INTERIOR TERMINAL ELEVATORS.

Receipts..... Rail....	472,669	180,029	1,782			654,480
Shipments—						
Rail.....	11,280	58,733	5,082			75,095

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts..... Lake....	2,827,070	420,888	209,523	54,138		3,511,619
Shipments—						
Rail.....	2,510,513	219,359	150,020	37,725		2,917,617
Vessel.....	5,000	600				5,600

LOWER LAKE PORTS.

Receipts..... { Vessel..	879,223					879,223
{ Rail....	26,062	27,469				53,531
Shipments—						
Vessel.....	615,729					615,729
Rail.....	249,369	12,605				261,974

ST. LAWRENCE PORTS.

Receipts..... { Vessel..	618,854	59,651	102,736			781,241
{ Rail....	1,076,777	91,486	50,289			1,218,552
Shipments—						
Vessel.....	1,648,129	11,323	158,794		12,000	1,830,246
Rail.....	180,086	56,156	17,127			253,369

SEABOARD PORTS.

Receipts..... Rail....	314,410					314,410
Shipments—						
Vessel.....	75,000					75,000

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NEW INCORPORATIONS.

Dominion.

D'Allaird Manufacturing Co., Limited. Incorporators: Gerald Augustine Coughlin, advocate; Francis George Bush, book-keeper; George Robert Brennan, stenographer; Herbert William Jackson and Michael Joseph O'Brien, clerks—all of Montreal. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Librairie Garneau, Limitée. Incorporators: Joseph Pierre Garneau, libraire; Charles Smith and Adjutor Rivard, advocates; Joseph Simeon Matte and Edward Desrochers, accountants; Elzear Miville Dechene, doctor; and Joseph Pierre Ouellet, architect—all of Quebec. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Quebec.

The Hay Stationery Company, Limited. Incorporators: John Bevan Hay, manufacturer; Morris Gilmour Hay, gentleman; B. Bloss Vantuyl, accountant; Emeline Hay, married woman; and Arnold James Warrick, salesman—all of London, Ont. Capital \$125,000, divided into 1,250 shares of \$100 each. Chief place of business, London, Ont.

Adanac Storage Batteries, Limited. Incorporators: John MacNaughton, lawyer; Robert Dodd and James Alured Ross, brokers; James Geary Cartwright and James Burnett Taylor, managers—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

W. J. Westaway Company, Limited. Incorporators: William John Westaway, textile broker; and Percy Merrihew Smith, broker; William Hopkinson Norton, Harry Markham and William Alexander Kennedy, travellers—all of Hamilton. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Hamilton.

Eclipse Machine Company, Limited. Incorporators: Edward Joseph Dunn, James Bailey Rathone, Alexander Diven Falck, Paul George Kingston and Leonard Samuel Whittier—all of Elmira, N.Y. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Walkerville.

Great Eastern Paper Company, Limited. Incorporators: John Wilson Cook, K.C.; Allan Angus Magee, Theodore Bigelow Heney and Maurice Goudrault, advocates; Erskine Brock Quirin Buchanan, student-at-law; Helen Mary Bagley, clerk; and Margaret Teresa Darragh, accountant—all of Montreal. Capital \$5,000,000, divided into 50,000 shares of \$100 each. Chief place of business, Montreal.

Congoleum Company of Canada, Limited. Incorporators: John Wesley Blair and Francis Joseph Laverty, K.C.'s; both of Westmount; Charles Albert Hale, of Montreal West, lawyer; Arthur Ivers Smith and Alexander Francis McGillis, students-at-law; and Aime Sydney Bruneau, lawyer—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal.

General Import and Export, Limited. Incorporators: Wilfrid Laliberte, K.C., and Philippe Marchand, advocate, all of Victoriaville; Georges Desjardins and Henri Fraser, accountants, and Anabelle Laprise, agent—all of Quebec. Capital \$90,000, divided into 900 shares of \$100 each. Chief place of business, Quebec.

Montreal Fur Auction Sales Corporation, Limited. Incorporators: Henry Weinfield, Marcus Meyer Sperber and Lyon Levine, advocates; Sarah Miller and Elsie Bramson, stenographers—all of Montreal. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Montreal.

La Sarre Lumber Company, Limited. Incorporators: James Moffat Forgie and Graig Allan St. Clair McKay, barristers-at-law; Willis Bertram Sturup, office man—Craig Allan St. Clair McKay, barrister-at-law; Willis Bertram Sturup, office man—of Toronto. Capital \$75,000, divided into 750 shares of \$100 each. Chief place of business, Toronto.

L. R. Steel Company, Limited. Incorporators: Peter White, James Moffat Forgie, and Craig Allan St. Clair McKay, barristers-at-law; Willis Bertram Sturup, office manager; Thomas Stewart Hagan Giles, accountant; James Ramsay Morris, student-at-law; and Annetta Rose Brown, stenographer—all of Toronto. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, Toronto.

Manitoba.

Canadian Air-Craft Company, Limited. Incorporators: Albert Lawson Cuffe, aviator; Forrest Kimber Wilson, banker; Graham Anderson Watson, broker; William Samuel Dunlop, chemist, and George Anson Thompson, aviator—all of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Winnipeg.

Tractioneers Limited. Incorporators: Felix Gregorie, St. Jean Baptiste, grain buyer; George H. Heuring, engineer; Roderick Malcolm MacTaggart, attorney-at-law; John B. Heuring, mechanic, and William Edward Dorsett, gentleman—all of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Winnipeg.

Ontario.

Elgin Milk Products Company, Limited. Incorporators: Jessie Green Wright, chemist; Ethel Helena Wright, married woman; Oscar Klinck, real estate agent; Ernest Percival Doane, office clerk; and Herbert Hopkins, medical student—all of Toronto. Capital \$250,000, divided into 250,000 shares of \$1 each. Head office, St. Thomas, Ont.

Food Shops, Limited. Incorporators: James Walter Curry, K.C.; Elmer Eugene Wallace, barrister-at-law; Donald Bruce Menzies, student-at-law; Margaret Robinson, book-keeper; and Margaret Anne Burney, stenographer—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Riverdale Tire Corporation, Limited. Incorporators: William Hughes Beatty and John Harris McElderry, solicitors; John Douglas Fraser Ross, student-at-law; Isabel McIvor, book-keeper; and Marjorie Ellen Green, stenographer—all of Toronto. Capital \$400,000, divided into 16,000 shares of \$25 each. Head office, Toronto.

T. M. Partridge Lumber Company, Limited. Incorporators: Thomas Murdock Partridge, Harry Frederick Partridge and Frances Bellamy Partridge—all of Minneapolis, lumbermen; and William James Moran and Charles Whitfield Chappell, both of Winnipeg, barristers-at-law. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Rainy River.

Crookston Quarries, Limited. Incorporators: Henry Hague Davis, John Rudd Rumball, Howard Vernon Hearst, Edward Henry Brower, and Lawrence Alfred Landriau—all of Toronto. Capital \$300,000, divided into 3,000 shares of \$100 each. Head office, Crookston.

K. & S. Tire & Rubber Goods, Limited. Incorporators: Wilber Hamilton Hodgins, salesman; John Albert Thompson, accountant; Wendell Hurdman Osborne and Robert Wherry, barristers-at-law; Albert Percival Quennell, service manager; Archibald Eugene Mix, student-at-law; and William John Arscott, book-keeper—all of Toronto. Capital \$3,500,000, divided into 175,000 shares. Head office, Toronto.

Canadian Mexican Oil Company, Limited. Incorporators: Gertrude Fox, Mary MacGregor, Hazel Neville and Gladys Wright, stenographers; and Millie Croucher, office clerk—all of Toronto. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Head office, Toronto.

Northern Ontario's Great Mines Developing Company, Limited. Incorporators: James Cowan and Charles Brookfield Henderson, barristers-at-law; Annie Edna Heron and Veronica Schillinger, stenographers; and Albert Victor Waters, law student—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Hamilton.

Ontario Tie, Timber and Construction Company, Limited. Incorporators: Henry Hague Davis and Edward Henry Brower, solicitors; and John Robertson Robinson, Barrett Risdon Davidson, and William Warner Lang, students-at-law—all of Toronto. Capital \$350,000, divided into 3,500 shares of \$100 each. Head office, North Bay.

The John D. Ivey Company, Limited. Incorporators: Arnold Mutchmore Ivey and Percy Douglas Ivey, merchants; and Hugh Wilson Martin, traveller—all of Toronto; and Charles Henry Ivey and Richard Geern Ivey—both of London, Ont., solicitors. Capital \$500,000, divided into 5,000 shares of \$100 each. Head office, Toronto.

Skead Gold Mines, Limited. Incorporators: John Christian Beyer, designer; William Hamilton Wilson, accountant; Harry Secord, insurance broker; and Adassabelle Noble, stenographer—all of Toronto. Capital \$5,000,000, divided into 5,000,000 shares of \$1 each. Head office, Toronto.

The Superior Knitting Mills, Limited. Incorporators: Alexander Stuart Clarke and James Boyd Moon, barristers-at-law; James Nelson Scott, merchant; George Lyttleton Allen, insurance agent; and Horace Ansko Yeomans, druggist—all of Mount Forest. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Mount Forest.

The Central Electric Supply Company, Limited. Incorporators: James Walter Curry, K.C.; Elmer Eugene Wallace, barrister-at-law; Donald Bruce Menzies, student-at-law; Margaret Robinson, book-keeper; and Margaret Anne Burney, stenographer—all of Toronto. Capital \$150,000, divided into 1,500 shares of \$100 each. Head office, Toronto.

TENDERS INVITED.

Australia.

VICTORIAN GOVERNMENT RAILWAYS.

Tender forms and specifications have been received from Mr. C. Hartlett, Acting Trade Commissioner, Melbourne, for material required by the Victorian Government Railway Department, Melbourne.

These tender forms are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer file No. 20603).

Tenders in conformity with the specifications are to be addressed to the Secretary, Victorian Government Railways, Melbourne, Australia.

Particulars of the requirements are briefly outlined thus:—

No.	Date of closing.	Particulars.
32600	January 21, 1920.	11,152 gross iron and brass wood screws.
32744	" 21, 1920.	30 miles insulated copper wire.
32746	January 14, 1920.	5,600 pounds waste wool.
32747	" 7, 1920.	6 tons sulphate of copper for electrical purposes.
32751	" 7, 1920.	4,000 dozen fog signals.

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VICTORY BONDS

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., and VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, ST. MARYS, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

3018. **Wooden frame houses.**—A firm in the south of England ask to be placed in touch with Canadian manufacturers of wooden frame houses.

3019. **Agencies.**—A correspondent in the south of England wishes to secure agencies of Canadian exporters of canned salmon, canned fruit, packeted cereal foods and grocery lines generally.

3020. A London firm of mineral water manufacturers having an established connection among grocers, saloon-keepers, hotels and restaurants, etc., are prepared to act as agents for Canadian manufacturers of all lines which they could handle through their present sales force.

3021. **Copper wire.**—A London electrical firm seeks supplies of copper wire and asks for names of Canadian manufacturers.

3022. **Canned goods, fruits, chocolate, biscuits, etc.**—A London firm wish to obtain the representation of Canadian manufacturers of canned goods, fruits, chocolate, biscuits, etc.

3023. **Cutlery, light machinery.**—Inquiry is made by a London firm for names of Canadian manufacturers of cutlery and light machinery seeking agents in Great Britain.

3024. **Pharmaceutical preparations, chemicals, surgical instruments.**—A correspondent in Brussels, Belgium, seeks the agency of Canadian manufacturers of pharmaceutical preparations, chemicals, and surgical instruments.

3025. **Wall-paper hangings, paint and mill brushes.**—A Lancashire firm manufacturing paints, etc., and dealing in builders' supplies, would like to get into touch with Canadian manufacturers of wall-paper hangings and also of painting brushes, brushes on cards and in boxes, and all descriptions of mill brushes.

3026. **Canned goods, hardware, etc.**—A London firm of produce merchants are desirous of representing Canadian manufacturers of canned goods and grocery lines generally, and also of domestic hardware. If necessary they would be prepared to buy outright.

3027. **Wire.**—A Newcastle, England, firm ask for quotations on all grades of wire suitable for rope-making purposes.

3028. **Wire.**—A Sheffield, England, firm are in the market for mild drawn wire, 16 gauge; galvanized iron wire, 6 to 19 gauge; annealed galvanized wire, 17 to 22 gauge; and annealed iron wire, 12 to 21 gauge.

3029. **Maple roller blocks.**—A Liverpool firm ask to be placed in touch with exporters of maple roller blocks.

3030. **Wire.**—A Halifax, England, firm ask to be placed in touch with exporters of Canadian mild steel wire, No. 25,020, bright or annealed, in 8-inch coils.

3031. **Furniture.**—A Leeds, England, firm are interested in offers of general domestic furniture.

3032. **Shop chairs.**—A Leeds, England, firm are interested in offers of shop chairs.

3033. **Mica.**—A Preston, England, firm who had been large importers of Canadian mica for some years are interested in offers of mica.

3034. **Maple roller blocks.**—A Halifax, England, firm ask to be placed in touch with exporters of maple roller blocks.

3035. **Household furniture.**—A Leeds, England, firm ask to be placed in touch with exporters of household furniture.

3036. **Mica.**—A Yorkshire firm ask to be placed in touch with exporters of mica.

3037. **Maple roller blocks.**—A Yorkshire firm ask to be placed in touch with exporters of maple roller blocks.

3038. **Maple roller blocks.**—An Accrington, England, firm are large buyers of maple roller blocks.

3039. **Maple roller blocks.**—A Keighley, England, firm wish to get into touch with exporters of maple roller blocks with a view to next season's business.

3040-3042. Three Keighley firms are interested in purchases of maple roller blocks.

3043. **Maple roller blocks.**—A Halifax, England, firm are interested in hearing from exporters who could furnish maple roller blocks, 24-inch to 36-inch diameter and 5 feet to 6 feet long.

3044. **Maple roller blocks.**—A Lancashire firm ask to be placed in touch with exporters of maple roller blocks.

3045. **Tinned mattress wire.**—A Glasgow firm ask for quotations on 5-ton lots of 22½ W.G. tinned mattress wire.

3046. **Macaroni.**—A Glasgow firm ask to be placed in touch with manufacturers of macaroni.

3047. **Bobbin wood squares.**—A Belfast, Ireland, firm ask to be placed in touch with exporters of birch and beech squares, 1½-inch by 2½-inch, suitable for the manufacture of bobbins.

3048. **Chemical wood-pulp.**—An Edinburgh, Scotland, firm would like to secure an agency from a Canadian firm exporting easy bleaching sulphite wood-pulp.

3049. **Household furniture.**—A Glasgow firm ask to be placed in touch with manufacturers of household furniture.

3050. **K.D. oak bedsteads.**—An Edinburgh firm ask to be placed in touch with exporters of K.D. oak bedsteads.

3051. **Chairs.**—A Glasgow firm ask to be placed in touch with exporters of dining, kitchen and bedroom chairs.

3052. **Small tools, leather, rakes, chemicals, enamelware.**—A Canadian in Paris for several years, speaking English, French, German, Italian, and Russian, with connections in France, Poland, Italy, and Spain, wishes to get in connection with Canadian manufacturers of small tools, leather, railway brakes to minimize danger of collisions, chemicals, and enamelware.

3053. **Agencies in France.**—A group of French manufacturers and importers are desirous of securing exclusive agencies from Canadian firms in aluminium goods, especially kitchenware; woodenware, sanitary products, enamelware, chinaware, hardware, and all goods to be sold in department novelty and hardware stores. Are connected with the most reliable firms of Paris in these various lines and claim to be in position to do large business.

3054. **Linseed cakes.**—A Rotterdam firm of importers are desirous of getting into touch with Canadian exporters of linseed cakes.

3055. **Isinglass.**—A large importer of isinglass in Belgium wishes to secure supplies in Canada.

3056. **Canned goods.**—A London merchant firm ask to be placed in touch with Canadian exporters of canned goods of all descriptions.

3057. **Newsprint.**—A correspondent in Sweden asks for competitive quotations from Canadian manufacturers of news paper in rolls 183 centimetres wide, 500 tons monthly.

3058. **Ready cut frame houses.**—A London firm desire to get into touch with Canadian manufacturers of ready cut frame houses able to export.

3059. **Shaving specialties.**—A London firm interested in the making of shaving specialties would like to secure agencies for Canadian manufacturers of the goods which could be handled by their travellers.

3060. **Cheese.**—Inquiry is made by a correspondent now serving with the British army at Cologne for names of Canadian manufacturers of cheese seeking business in both Great Britain and Germany.

3061. **Sugar.**—A London brokerage firm ask for the addresses of Canadian manufacturers of sugar.

3062. **Silk hose and skins.**—A London firm wish to obtain from Canada supplies of silk hose, and also of skins.

3063. **Ochres and oxides.**—A firm in Bradford, England, wish to get into touch with Canadian producers of ochres and oxides.

3064. **Red pine.**—The Greek Commissioner in London, England, at present in Canada, desires to obtain quotations for the following supplies of red pine:—

Full planks, 3" x 9"	200 standards.
" 3" x 4.5"	50 "
Scantlings, 3" x 3"	50 "
Planks, 3" x 6"	50 "
Scantlings, 2" x 3"	50 "
Sawn planks, 3" x 9"—	
1 "trait"	50 "
2 "	50 "
3 "	20 "
4 "	20 "

Length varying from 6 feet to 33 feet. Payment in cash, delivery c.i.f. Casablanca, Morocco.

3065. **Bicycle and motor accessories.**—A manufacturers' agent of Birmingham, England, desires to obtain bicycle and motor accessories. He is now acting for American firms and is desirous of securing his supplies from Canada.

3066. **Automobiles and accessories, motors, tools and machines.**—A British firm having an office in Paris, France, wishes to get in touch with Canadian manufacturers of automobiles and accessories, electric motors, tools, and machines.

3067. **Resin H.**—An Argentine firm engaged in the import and export business would like to receive quotations c.i.f. Buenos Aires, for resin H.

3068. **Agencies in Trinidad.**—A firm in Port of Spain, Trinidad, whose business is that of provision and general merchants, handling goods on consignment, stocking goods, and acting as agents for firms selling on samples, desire to act for Canadian firms. References.

3069. **Representation.**—A firm of manufacturers' representatives in Georgetown, British Guiana, and calling on the wholesale trade in the West Indies, Bermuda, and Dutch Guiana, who work on a commission basis, are open to represent manufacturers in any lines, especially in flour, condensed milk and cocon, as they are not at present representing any concerns dealing in those products.

3070. **Foodstuffs, sweets, leather.**—A firm of importers in Alexandria, Egypt, doing business in the Middle East, desire to be brought into touch with Canadian firms who want to enter into an export trade in foodstuffs, sweets, and leather. References.

3071. **Clothing.**—A commission merchant of Cairo, Egypt, who is a British subject and has been dealing largely in American goods, desires to obtain clothing from Canada.

3072. **Agencies.**—A traveller in Toronto, who is leaving shortly for Japan, China, and Manchuria, desires to transact business in these countries on commission for Canadian exporters.

3073. **Silk cloths and headkerchiefs, velvets.**—An importer in the Northern Province of Nigeria desires to import silk cloths and headkerchiefs, and also velvets, into that country.

3074. **Textiles.**—A manufacturers' agent in Melbourne, Australia, is desirous of representing Canadian manufacturers of textiles.

3075. A firm of manufacturers' representatives, indentors and exporters in Sydney, Australia, are desirous of representing Canadian manufacturers of the following lines: Optical goods, chemicals, enamelled ware, leather cloth, imitation leather cloth, tools of all kinds, black and galvanized pipe with English standard threads, galvanized fencing wire 8-10-12 gauges, conduit and fittings, valves and wrought-iron piping fittings, steel hoop, black and galvanized from 12 gauge to 22 gauge (widths $\frac{5}{8}$ to 2 inches), tacks and shoe findings, forks and hoes, bolts and nuts (English whitworth cut thread), gas and electric fittings, guns (rifles, shotguns, revolvers), cartridges and ammunition, brushware, hardware, glassware, celluloid goods, cutlery, aluminium ware, thermos flasks, thermometers and hydrometers, electrical lamps, sundries all kinds, flannels, flannelettes, wires and cables (electric), wire rope and cables, scales, measuring tapes, rules, etc., underwear, hosiery.

3076. **Paint machinery.**—The proprietor of a paint works in Melbourne, Australia, desires to receive illustrations and prices (f.o.b. ocean port) of the latest types of grinders, mixers and other paint machinery.

3077. **Agencies in Australia.**—Two experienced salesmen in Melbourne, Australia, who furnish first-class references as to ability and integrity, are desirous of obtaining agencies for the following goods of Canadian manufacture: Tools, builders' hardware, bolts and nuts, rivets and washers, nails, tacks and staples, wire and wire cloth, sheet iron, pipes and fittings, chains, metal ceilings, grinding wheels, cutlery, wringers and mangles, washing machines, refrigerators, clocks, lampware, glassware, carpet sweepers, paint and varnishes, veneers and panels, wall-paper, wrapping and other papers, wood-pulp, vulcanized fibre, canned fish, dried fish, buttons, cotton goods, hosiery, bathing caps and suits, other textiles.

3078. A firm of importers in Patras, Greece, desire to be brought into touch with firms interested in the exportation of foodstuffs, colonial products and general merchandise.

STEAMSHIP SERVICE BETWEEN CANADA AND SOUTH AFRICA.

The Department of Trade and Commerce is advised by Messrs. Elder Dempster and Company, of Montreal, that they are now replacing part of their heavy losses sustained during the war, and have already added to their fleet the following new vessels of 10,500 tons D.W. each:—

SS. *New Brunswick.*

SS. *New Texas.*

SS. *New Toronto.*

SS. *New Georgia.*

SS. *New Mexico.*

Also the SS. *Bassa*, of 8,500 tons D.W.

They also have several other steamers building, including some 12,500-ton vessels, expected to be ready next spring.

The above steamers have been built and adapted with special requirements to suit the Canadian-South African service, and Messrs. Elder Dempster and Company expect to be able to maintain and operate a service greatly in advance of anything hitherto.

The *New Texas*, one of the above-named vessels, forms the subject of the illustration on the front page of this number of the *Weekly Bulletin*.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S. Agencies in China.**—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S. Agencies.**—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25. **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30. **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31. **R.S. Machinery, clothing, foodstuffs.**—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32. **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.** Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

34 **R.S.**—A Danish-Canadian, who served in the Canadian army in France for four years, would like to secure agencies for Canadian manufacturers desiring to export to Denmark, Sweden and Norway. He speaks English, Danish, Norwegian, Swedish, Russian and German. Spent six and a half years in Copenhagen before coming to Canada.

35 **R.S.**—A demobilized Canadian officer who is returning early in November to Dublin, Ireland, where he is in partnership with one of the leading manufacturers' agents, desires to obtain for his firm connections with Canadian manufacturers.

36 **R.S.**—Former officer in the C.E.F. who has an excellent pre-war connection with grocers, wine dealers, co-operative stores and druggists in London, England, and in Belgium, is desirous of acting as resident sales representative for detail work in districts named. Salary on commission basis. Fluent in languages, excellent references, and able to show results. Would introduce new lines or work up lines for a firm already represented by agents.

STEAMSHIP SERVICE FROM VANCOUVER TO WEST COAST OF SOUTH AMERICA.

About November 20 the ss. *Joan of Arc*, of the Rolph Mail Steamship company, of San Francisco, will go on berth at Vancouver to load for South American West Coast ports in Colombia, Chile and Peru, says *Harbour and Shipping*, Vancouver. It is expected to follow this steamer with a regular service. Sugar will constitute the main inward cargoes, and outward shipments are expected of lumber, canned fish, coal, newsprint, box shooks, etc., and flour.

The deck space of the first steamer is already engaged for lumber. The ports at which these vessels will call in South America are as follows: Bahia, Guayaquil, Paíta, Callao, Mollendo, Arica, Iquique, Antofagasta, Valparaiso. The Canadian agents for the line are the Overseas Shipping Company, whose Vancouver office is Credit Foncier Building.

In connection with Canadian-South American trade, it may be of interest to note that in most of the South American countries there are large programmes for public improvement, especially of transportation, which will call for large imports of railway supplies, including ties and timbers. Chile, for instance, has just passed an appropriation of 15,000,000 pesos for the purchase of railroad material. With the existence of direct freight facilities, British Columbia exports will doubtless give more attention to the opportunities in these markets than has heretofore been noticeable. Colombia is putting in three new electric railway systems, and public health improvements are the order of the day in several countries, calling for large supplies of building material of all kinds, machinery and equipment.

NEW STEAMSHIP OFFICE IN ST. JOHN, N.B.

McLean Kennedy, Limited, Montreal, who are the Canadian agents for the Head Line and the Houston Line of steamships, will open a branch office at St. John, N.B., on November 15, in order that their winter trade from that port may be operated under their own personal supervision. The St. John office address will be 147 Prince William street.

Regular sailings of the *Head Line* steamers will be continued throughout the winter to Belfast and Dublin, commencing with ss. *Carrigan Head* for Belfast about December 10, and ss. *Fanad Head* for Dublin about December 15, to be followed by sailings about fortnightly to each port.

Regular monthly sailings will take place of the *Houston Line* steamers from St. John to South America, calling at Rio de Janeiro, Montevideo, Buenos Aires, etc.

McLean Kennedy, Limited, are also prepared to book all cargo offering for shipment by the *Canadian-French Line*, about monthly sailings from St. John, N.B., to St. Nazaire, France.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From Quebec.

QUEBEC TO LIVERPOOL.

Empress of France, C.P.O.S. Line, about November 25.

From Montreal.

MONTREAL TO LIVERPOOL.

Minnedosa, C.P.O.S. Line, about November 16; *Canadian Miller*, Can. Govt. Mer. Marine, Ltd., about November 17; *Canadian Voyageur*, Can. Govt. Mer. Marine, Ltd., about November 25; *Scandinavian*, C.P.O.S. Line, about November 26.

MONTREAL TO LONDON.

Venusia, Cunard Line, about November 13; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about November 15; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about November 15; *Canadian Navigator*, Can. Govt. Mer. Marine, Ltd., about November 20; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about November 23; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about November 26.

MONTREAL TO ANTWERP.

North Point, C.P.O.S.-Furness Line (Furness), about November 13; *Glenspear*, C.P.O.S.-Furness Line (Furness), about November 20; *Tunisian*, C.P.O.S.-Furness Line (C.P.O.S.), about November 21; *Scotian*, C.P.O.S.-Line (C.P.O.S.), about November 26.

MONTREAL TO GLASGOW.

Cabotia, Anchor Donaldson Line, about November 18.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Cornishman, Dominion Line, about November 20.

MONTREAL TO MANCHESTER.

Manchester Importer, Manchester Liners, about November 12; *Manchester Division*, Manchester Liners, about November 16; *Manchester Mariner*, Manchester Liners, about November 19; *Manchester Brigade*, Manchester Liners, about November 22; *Manchester Corporation*, Manchester Liners, about November 25.

MONTREAL TO LEITH.

Cairngown, Thomson Line, about November 15.

MONTREAL TO BELFAST.

Lord Antrim, Head Line, about November 11; *Melmore Head*, Head Line, about November 20.

MONTREAL TO HAVRE (FRANCE).

Wisley, Canadian-Trans-Atlantique Line, about November 17; *Californie*, Canadian-Trans-Atlantique Line, about November 21; *Mississipi*, Canadian-Trans-Atlantique Line, about November 25.

MONTREAL TO BERGEN, STAVANGER AND CHRISTIANIA (NORWAY).

Drammensfjord, Norwegian American Line (C.P.O.S. agents), about November 15.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan Macbeolan, Houston Lines, about November 15.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.
Bassa, Elder-Dempster Line, about November 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Timaru and Dunedin.
(*Port Chalmers*).
Whakatane, New Zealand Shipping Co., about November 15.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Recruit, Can. Govt. Mer. Marine, Ltd., about November 22.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Recruit, Can. Govt. Mer. Marine, Ltd., about November 22.

MONTREAL TO BARBADOS, TRINIDAD, AND DEMERARA.

Canadian Gunner, Can. Govt. Merchant Marine, Ltd., about November 12.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSEERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaleur, Royal Mail Steam Packet Co., about November 14; *Chignecto*, Royal Mail Steam Packet Co., about November 28.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, MOJI, SHANGHAI AND HONG KONG.

Chicago Maru, Osaka Chosen Kaisha, about November 18.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Katori Maru, Nippon Yusen Kaisha, about December 3.

From Vancouver.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about November 29; *Makura*, Canadian Royal Mail Line, about December 13.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Russia, C.P.O.S. Line, about November 27.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Monteagle, C.P.O.S. Line, about November 25.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Bessie Dollar, Canadian Robert Dollar Co., about December 7.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Protestilaus, Blue Funnel Line, about November 20 (Victoria about December 4).

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "the Deputy Minister, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Record will be kept of requests not filled and should additional publications be received for distribution they will be forwarded to applicants in the order of the receipt of their respective applications.

Annuaire du Canada, 1905, 1907, 1910, 1912, 1914.

Bristol Chamber of Commerce Year Book, 1913.

Canada Year Book, 1907, 1912, 1914.

Canadian Annual Digest, 1908.

Canadian Annual Review, 1916.

Canadian Law List, 1913.

Canadian Official Postal Guide, 1913.

Chinese Markets for Canadian Products.

Civil Service List, 1907, 1908, 1910, 1913, 1915.

Colonial Office List, 1915.

Despatches between British Governments and Ambassadors.

Export Trade from the Port of Montreal, 1916.

"Facts about Canada," (5,000), 1917.

Fisheries, 1914.

German War and its Relation to Canadian Trade.

Grain Inspection in Canada.

Handbook for Export to South America.

History of the British Navy during the War.

Imperial Year Book, 1914-15, 1917-18.

List of Flour Mills in Canada, 1919.

Official Year Book of the Commonwealth of Australia, 1901-1915 (No. 9).

Proclamations, Orders in Council and Documents relating to European War.

Public Accounts of Canada, 1872, 1877, 1878, 1879, 1881, 1886, 1888, 1890, 1891, 1894, 1895, 1896, 1897, 1898, 1899, 1902.

Rapport de la Mission Economique Canadienne en Grande Bretagne, en France et en Italie.

Resources and Progress of the Dominion, 1908.

Royal Commission, Quebec Bridge Inquiry, Vol. 2, 1908.

Royal Society of Canada, Report of, 1915.

Russian Trade.

Statistical Year Book of Quebec, 1917.

Thirty-Seventh Annual Report of the Minister of State for Education for 1909 and 1910, Department of Education, Tokio, Japan.

Timber Import Trade of Australia.

Trade after the War. (Address by Sir George Foster.)

Trade with China and Japan.

Trade with South China.

Trial Shipment of Bulk Wheat from Vancouver via Panama Canal to the United Kingdom.

Who's Who, 1915, 1916.

Why We are at War (Oxford), 1914.

Year Book of Australia, 1917.

Year Book of Newfoundland, 1914.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner, care H. B. M. Minister, Rio de Janeiro, Brazil.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Aleutskaja No. 11, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaíso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 867 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square.
Calcutta, India.

Additional addresses will be given as appointments are made.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

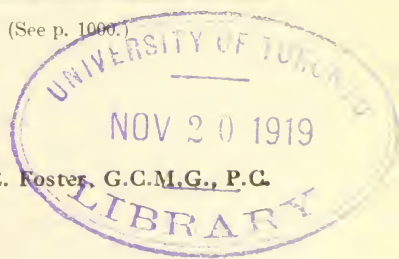
COMMERCIAL INTELLIGENCE BRANCH

CANADA



Distant View of the Harbour, Nagasaki, Japan. (See p. 1000.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)



OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, November 17, 1919.

No. 824

REPORT OF THE CANADIAN ECONOMIC COMMISSION (SIBERIA).

The report of the Canadian Economic Commission (Siberia), has just been published as a supplement to the *Weekly Bulletin* of the Department of Trade and Commerce.

The report with appendices makes a pamphlet of eighty pages. The report proper with the commission's recommendations occupies the first eighteen pages, and the appendices, nine in number, which are almost exclusively made up of documents by members of the commission on trade conditions and prospects in Siberia, follow. These include: Transportation Conditions in Siberia, by J. S. Dennis and A. R. Owen; Siberia as a Market for Canadian Goods, by C. F. Just and L. D. Wilgress; Financial Conditions in Siberia, by A. D. Braithwaite; and Agricultural Conditions and the Co-operative of Siberia, the Forests and Timber Industry of the Russian Far East, the Fisheries of the Russian Far East, and Flax Growing in Siberia—the four last named contributions being from the pen of Mr. Louis Kon, Secretary to the Commission.

Copies of the pamphlet, which contains a sketch map of Siberia and is indexed, may be had on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

PRODUCTS IN DEMAND IN BIRMINGHAM, ENGLAND.

TRADE COMMISSIONER NORMAN D. JOHNSTON.

Part I.

GENERAL SITUATION.

Bristol, October 7, 1919.—Birmingham is the most important city of the English Midlands, having a population of 840,000, and is a most important centre of industrial activity. Large quantities of goods are bought through the agents situated at the ports, but on the other hand many firms are prepared to buy direct from Canadian manufacturers. Some manufacturing firms wish to import products which will sell in conjunction with their own lines; other firms, which are large exporting houses with connections in Australia, New Zealand, South Africa, South America and various other countries, desire to import from Canada for export to these places, and other concerns in the brokerage or distributing business wish to obtain manufactured or semi-manufactured articles for sale to the large firms throughout the district. There is therefore a great opportunity for Canadian firms to do a large business with the Midlands through important Birmingham concerns, and many houses can place very large orders if Canada can furnish satisfactory goods at competitive prices.

During periodical visits to firms in Birmingham it has been found that many products are in demand, and information showing some of the lines required is appended in the hope that Canadians may be able to take advantage of the situation.

The names of the firms requiring the various goods have been sent to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa, where

Manufacturers may obtain them on application. When asking for the name of the firm please mention the number in brackets opposite the product. If any further information is required, please communicate with this office when all possible assistance will be given.

HARDWARE PRODUCTS.

Birmingham possesses many large firms manufacturing hardware products of various descriptions, but they have not been able to cope with the demand. There are also many products of an American or Canadian design which meet with a good sale. If any Canadian manufacturer has any articles which he considers might be suitable for export, he is invited to communicate with this office when the possibilities of the market will be investigated. A brokerage firm in Birmingham has expressed a desire to represent Canadian manufacturers of hardware products (3145).

Tee hinges are in demand and orders have already been sent to Canadian firms with whom concerns have been put in touch. There may, however, be other firms in a position to supply these hinges to a Birmingham house which has recently expressed a desire to import (3146).

Another firm is very desirous of buying hurricane lanterns (3147) from Canada. American patterns are not approved of, as the glasses in most cases are not as well protected by wire as the English products. Some well-known Canadian makers of lanterns have been mentioned to him, but there are probably others who will be desirous of getting in touch with this or other firms.

ENAMELWARE.

The Germans used to do a large business in enamelware, and before they are in a position to regain this trade Canadians should take advantage of their opportunities. A good business has recently been done with Canada, but this market can take much greater supplies. Two firms have lately expressed a desire to import Canadian enamelware of all kinds (3148, 3149). Most firms are familiar with the type of ware which sells in the United Kingdom, but if there is any more information required assistance will be gladly given.

TOOLS.

Many kinds of tools are in demand, especially of American pattern, and firms from the United States have done a large business.

One firm wants adze claw hammers (3150) with handles from Canada, in sizes 0, 1, 2, 3 and 4, principally 1, 2 and 3. Another requires wrenches, pliers and tower pincers (3151), and a third wishes to receive quotations for mechanics' hand tools of all kinds (3152). It is suggested that any Canadian firms able to supply these or other tools should communicate either with the concerns direct or with this office.

ENGINEERS' TOOLS.

In engineers' tools the Americans have also done an extensive trade. One firm (3153), however, who are manufacturers, merchants, importers and exporters, and have been importing from the United States for years, would be glad to buy from Canada if the products are as good in quality and as low in price as the American tools. At the present time they have quite large stocks but would be pleased to buy taps, stocks and dies similar to the "little giant," and would consider importing later universal millers and universal grinders if as good as those they have been accustomed to import from the United States. They would also like to have quotations on all kinds of engineers' tools.

CYCLE GOODS.

There is a splendid opportunity at the present time for Canadian manufacturers of cycle goods. British producers are not able to nearly cope with the demand, with

the result that merchants cannot get their necessary supplies. Canadians are doing a trade but their prices are very high, and although they are now able to do a business on account of the shortage of supplies the prices will have to be lowered if the trade is to be retained. The possibilities of doing a trade are not likely to be so favourable later on when the manufacturers here are able to increase their production and more goods are imported from other sources, but if Canadians will take more advantage of the market their experience may enable them to lower their prices in order to meet competition.

One Birmingham firm (3154) in particular has recently expressed a desire to get in touch with a good Canadian concern able to supply cycle pumps, bells and accessories.

IRON AND STEEL PRODUCTS.

Birmingham is such a large manufacturing centre that there is a great market for all kinds of iron and steel products. In order to indicate some of the kinds in demand, the following products have been asked for during recent visits to the Midlands: Any firm interested can obtain the names of the concerns wanting these products by writing to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, mentioning the number in brackets.

Iron bars (3155)—100 tons of $\frac{1}{2}$ -inch round—quotations c.i.f. English port.

Black sheets (3156)—50 tons of C.R.C.A. black sheets. Quotations also c.i.f. English port.

Stamped steel back flaps and butts (3157).

Tube strips (3158) 25-ton lots of tube strips in each of the following sizes: $3\frac{3}{4}$ -inch by 10g., $3\frac{1}{2}$ -inch by 8g., $4\frac{1}{2}$ -inch by 7g., $4\frac{3}{4}$ -inch by 9g., $2\frac{7}{8}$ -inch by 9g.; and also 100-ton lots of each of the following sizes: $5\frac{1}{4}$ -inch by 7g., 6-inch by 9g., $6\frac{1}{2}$ -inch by 6g., $6\frac{3}{4}$ -inch by 8g., $7\frac{3}{4}$ -inch by 5g., and $8\frac{1}{8}$ -inch by 8g. In both iron and steel, and if possible delivery to be to works between Birmingham and Wolverhampton.

Plates and sheets (3159). Soft steel plates $\frac{5}{8}$ -inch by $\frac{3}{8}$ -inch thick in sizes from 20-inch by 18-inch to 4-foot by 3-foot 6-inch. Sheets $18\frac{1}{2}$ -inch to $36\frac{1}{2}$ -inch wide by 6-foot to 10-foot lengths. In 10-ton parcels.

Cold rolled bright strips (3160)—20-ton lots per size of the following: $7\frac{1}{4}$ -inch, $7\frac{3}{4}$ -inch, $8\frac{1}{4}$ -inch by 112 or $\frac{1}{8}$ -inch thick in straight lengths, the lengths being immaterial.

Billets.—One firm (3161) wants 1,000 tons of each of the following sizes: 2-inch, $2\frac{1}{2}$ -inch, 3-inch, $3\frac{1}{2}$ -inch and 4-inch in width. Also 1,000 tons of 7-inch by $\frac{5}{8}$ -inch.

Another firm (3162) desired steel billets mostly 2-inch and 3-inch and also $1\frac{1}{2}$ -inch to $1\frac{3}{4}$ -inch square.

Iron rounds (3165) 100 tons of each of the sizes which follow: $\frac{1}{2}$ -inch, $\frac{3}{8}$ -inch, $\frac{5}{8}$ -inch, $\frac{1}{2}$ -inch, $\frac{3}{4}$ -inch, $1\frac{1}{16}$ -inch, $\frac{1}{8}$ -inch and 1-inch—all sizes to be $\frac{3}{32}$ -inch full.

Girders and tank plates (3164) $\frac{1}{4}$ -inch to 1-inch. Quotations c.i.f. Bristol or Liverpool.

Grey pig-iron (3165). For foundries and forgings work. To contain 1 per cent maximum of phosphorus, $\frac{1}{2}$ per cent minimum of silicon, .04 per cent maximum of sulphur, 1 per cent manganese and 3.5 per cent carbon.

Sheet bars (3166).—7-inch, 8-inch and 9-inch rolled to weights per foot.

Tubes (3167).—Gas tubes $\frac{1}{8}$ -inch to 4-inch, and solid drawn steel tubes $\frac{1}{2}$ -inch to 6-inch. Quotations to be c.i.f. Bristol.

Steel strip (3168).—Sizes Canadians able to supply.

Bright steel (3169).—A firm has had quotations from the United States, but would like to get in touch with Canadian concerns.

LIGHT RAILWAY EQUIPMENT.

A gentleman (3170) who has organized a company which is arranging to give very long credits to certain continental countries, is desirous of representing some

good Canadian firms who can supply anything in connection with light railways of 24-inch gauge, such as sleepers, rails, carriages, signal apparatus, interior fittings for carriages, springs, castings, bolts, nuts, wire nails, window glass, wheels, axles, expanding metal for concrete reinforcing, oils, paints, machine tools, etc. He is willing to act as agent and can also purchase the goods outright.

SMALLWARE.

There is a good market for dress fasteners such as the Germans used to supply. The Japanese are now taking advantage of the opportunity afforded and are sending these fasteners to the United Kingdom. Their prices run about 1s. 9d. to 1s. 11d. per gross. It is customary to supply these in sheets or cards of three dozen to twelve dozen, which either contain dress fasteners of one size or a variety of sizes ranging from about $\frac{1}{8}$ -inch to $\frac{3}{8}$ -inch. One Birmingham firm is very desirous of obtaining these in black and white (3171).

A large manufacturer of hairpins and pins (3172) is also interested in buying safety pins or anything in small articles which would sell with their own products. This is a good opportunity for any Canadian firms manufacturing such articles to enter the market.

QUOTATIONS.

All Canadians when writing respecting any of the above-mentioned articles should give all possible information which will enable the manufacturer to estimate the landed costs and to compare the prices with those received from other countries. If possible quotations should be sent giving c.i.f. English ports. A great many Canadian firms send prices f.o.b. works or factory in the interior of Canada, which does not indicate to the English importer what the goods will cost. Even when quotations are given f.o.b. Canadian port it is practically impossible to ascertain what the freight rates will be as these rates are all set on the Canadian side. If Canadians do not care to send c.i.f. English port quotations they should give f.o.b. Canadian port prices and mention what the ocean freight rates are at the time of writing, at the same time giving the method of packing, size and weight of package, etc. Such information will enable the importer to know what the goods will cost him. Otherwise he will buy the products from other sources.

OTHER PARTS TO FOLLOW.

As there is such a great variety of products and the market is so extensive it has been found necessary to divide this report into several parts. Other parts to follow will therefore appear in succeeding numbers of the *Weekly Bulletin*.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

D. H. Ross, Melbourne.. . . .	Now in Vancouver.
W. A. Beddoe, Auckland.. . . .	Now in Western Canada.
W. J. Egan, Cape Town.. . . .	Now in Montreal.
Harrison Watson, London.. . . .	Has visited Western Canada and Montreal. He is now in Ontario.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

TRADE NOTES FROM AUSTRALIA.

ACTING TRADE COMMISSIONER C. HARTLETT.

Premium on Australian Gold.

Melbourne, October 7, 1919.—As the outcome of representations made to the Commonwealth Government by delegates from the Australian Gold Producers' Conference held in Melbourne in January last, the Government agreed to the removal of the embargo on the export of new gold for a period of three months—February to April—on condition that a pool or association was formed. Subsequently the permit to export was extended to apply to gold produced up to July 31, and a further extension has since been granted by the Government.

The Gold Producers' Association, Limited, as the pool is known, has issued a report on its operations for the four months ended June 30, 1919. It is stated that 430,346 standard ounces, valued at £1,675,659, were produced. Of this quantity, £816,000 had been shipped and £616,000 sold. The net premium over mint value realized on the gold sold amounts to £122,905, representing 15s. 7d. (\$3.79) per standard ounce, or, on the production of 5s. 8½d. (\$1.38) per standard ounce produced.

According to the report the whole of the gold sold was disposed of in the East, where the markets were found to be the most satisfactory during the four months with which it deals.

Since the report was issued, the chairman of the association has announced that the large carry-over of gold stocks, which on June 30 amounted to about £1,000,000, had been disposed of, and that the major portion of the production for the current term had already been sold so that members might look to a distribution of something like twice that received for the previous period.

Manufacture of Paper Pulp in Australia.

Among the many recent attempts to manufacture paper pulp from various kinds of raw material grown in Australia, one from what is known as "Blady" grass (*Imperata Arundinacea*) promises to be very successful. This grass grows in abundance in Northern Queensland and is found to be very suitable for the manufacture of brown paper and cardboard.

A factory has been established in the Cairns district in Queensland and at present is turning out from the grass about 10 tons of pulp weekly, the whole of which is readily absorbed by one mill engaged in making coarse papers. It takes three tons of green grass or two tons dried, to make one ton of crude pulp, and this quantity is available all the year round within a 10-mile radius of the factory.

The plant at present operating comprises a large chaff-cutter, 10 horse-power vertical boiler, duplex steam pump, horizontal engine, 38 horse-power suction gas plant, hydraulic press, tanks, sumps and two digesters, which have a total capacity of 1 ton 12 cwt. of grass per charge. After being cut into short lengths by the chaff-cutter, the grass is fed into the digesters, in which it is subjected to five hours' treatment with alkali solutions under a pressure of 20 pounds to the square inch and is then emptied into trucks, lightly washed and dried in the open air. After being dried the pulp is fed into a disintegrator until it is in a fibrous condition and is then compressed into bales weighing 4 cwt. and measuring 2 feet 3 inches by 3 feet for transportation to the paper mill in Sydney, which takes the whole output. The price obtained for the pulp is from £15 to £17 per ton f.o.b. Cairns, a shipping port near which it is produced.

The demand for this class of pulp amounts to hundreds of tons weekly in Australia, and as blady grass covers thousands of square miles in Northern Queensland and is to be had at the cost of about £1 per ton for cutting and carting, the prospects of the

industry are so encouraging that many plants are likely to be erected in the future. Owing to freight charges, it is considered that small plants operating in different districts would be more profitable than a large central one. If the industry does not belie its promising beginning, it is anticipated that paper and cardboard mills will eventually be established in suitable localities to receive the pulp from groups of mills and manufacture it into products for which a ready market is available in the Commonwealth.

Restrictions on Export of Australian Rabbit Skins.

Australian hat manufacturers are perturbed at the prices which rabbit skins are bringing in the open market since fixed prices were abolished, and claim that it is difficult for them to compete with buyers for oversea markets.

In response to representations made by deputations to the Minister of Customs that the export of skins should be totally prohibited in the interests of local factories, the Government has issued a proclamation prohibiting exports unless with the consent of the Minister of Customs. The effect of this proclamation is that, as in the case of hides, shippers of rabbit skins must satisfy the Customs Department that the skins had been offered to local manufacturers at the prices at which they were purchased at auction and had been refused, before a permit to export can be granted.

In comparison with sales held in Melbourne about this time last year, when fixed prices were in operation and the Government had commandeered the best qualities for military purposes, prices obtained at a recent auction sale show an advance of over 300 per cent in best qualities. Furriers' skins realized up to 136d. per pound, and for first winter and supers 120d. to 129d. per pound was the range, does selling at from 37d. to 40½d. per pound and other qualities in proportion.

The large increase in exports during the past five years is shown in the following table compiled from official statistics:—

EXPORT OF RABBIT SKINS.

Year.	Quantity.	Value.
	Lbs.	£
1914-15..	6,331,031	231,286
1915-16..	5,839,917	265,719
1916-17..	5,471,678	441,491
1917-18..	8,074,747	1,157,210
1918-19..	13,174,637	1,316,337

No information is yet available as to the countries to which the skins were shipped in 1918-19, but in 1917-18 the United States is credited with having taken 6,643,383 pounds, Canada 1,017,139 pounds, the United Kingdom 406,044 pounds, and Japan 8,131 pounds.

Australian Imports of Motor-cars.

It is considered that the proclamation issued in August, 1917, which limited the number of motor bodies that could be imported into Australia to the extent of one body to every three chassis, has benefited local makers by at least £200,000, although the principal object of the regulation was to conserve shipping space for goods of more vital importance to the community.

The following figures show the value of motor chassis and motor bodies imported into the Commonwealth since 1913:—

	Chassis.	Bodies.
1913..	£1,333,731	£216,381
1914-15..	966,251	185,799
1915-16..	1,331,942	307,749
1916-17..	1,018,518	273,556
1917-18..	922,633	216,564
1918-19..	1,812,539	106,602

Since the outbreak of the war, and particularly during the latter part of the war, the importations have been almost entirely from the United States and Canada.

Australian Peace Loan.

The Australian peace loan of £25,000,000 for repatriation purposes, which closed on September 23, fell short of the required amount by £5,000,000. An extension of fourteen days has been given to afford subscribers a further opportunity to make up the full amount, and in the event of failure to do so compulsory subscription is to be resorted to under legislative authority.

Cultivation of Fibre Flax.

At present Australia is dependent upon outside sources for its flax requirements, but the governments of the various states are assisting local production in every way possible. A recent experiment in the growth of the fibre within thirty miles of Melbourne has been very successful. A specimen of this fibre is now on exhibition at the State Parliament House and is said to be of fine quality. From 90 acres sown with seed provided by the Department of Agriculture, the grower cut 2,500 tons of green leaf which yielded 300 tons of fibre. As the value of the fibre is £33 per ton, a gross return of £110 per acre was obtained.

Wheat Crop Conditions.

In view of the dry weather conditions prevailing in Victoria and generally throughout Australia, the Government of the state named has decided not to proceed at present with the construction of elevators for the bulk handling of wheat which it has had in contemplation for some time. Light rains have fallen during the past week or two which have improved the crops to some extent, but unless heavier downfalls soon occur it is considered that the Australian wheat crop this season will be little more than equal to local gristing requirements.

The Victorian Government has guaranteed to farmers a net price of 5s. (\$1.21) per bushel on the wheat of the growing crop, and it is expected that growers in other states will also be guaranteed the same amount.

"Anzac" Forbidden as a Trade Mark.

A Bill is now before the Australian Parliament which prohibits the use of the word "Anzac" or any representation of the Royal Arms or Commonwealth Arms in connection with trade mark registrations.

Crude Shale Oil Production Bounty.

The bounty paid by the Australian Government on crude shale oil produced in the Commonwealth during the twelve months ended June 30, 1919, amounted to £26,406, the whole of which was earned by one firm in New South Wales.

Pearl Shell and Pearl Prices.

The Inspector of Pearl Fisheries at Broome, Western Australia, officially reports that pearl shell, packed for export, is selling at £215 per ton, and that many Broome pearlers are holding their shell at that price. It is also reported from the same source that small, perfectly shaped pearls of 15 to 20 grains are realizing unheard of prices. The sum of £800 for perfectly round 20-grain pearl is said to have been offered.

Commonwealth War Pensions.

The total war pensions granted by the Commonwealth Government up to September 26, 1919, numbered 212,688, representing an annual liability of £5,513,016. The number of pensions granted and annual liability in each state are as follows:—

State—	Number.	Liability.
Victoria..	74,421	£1,813,686
New South Wales..	63,269	1,786,775
Queensland..	24,769	664,728
South Australia..	19,595	456,111
Western Australia..	21,259	536,520
Tasmania..	9,384	255,196

COMMERCIAL NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Market Conditions.

Sydney, October 8, 1919.—High prices continue to rule in the New South Wales market and the tendency is more upward than downward. Fixed prices and the Government control of commodities is gradually being discontinued, and it is noteworthy that as soon as the control is relaxed prices jump upwards. As an instance it may be mentioned that potatoes immediately jumped from £18 to £25 per ton, which is stated to be the highest price obtained for forty years.

The Minimum Wage.

The Board of Trade, whose duty it is to find what is a just minimum wage every year, has just made a declaration that it should be increased from £3 to £3 17s. 6d. per week, and the declaration has come as a bombshell to the commercial community. It has been variously estimated that this increase will cost employers between £14,000,000 and £20,000,000 per annum, and as it only applies to this state and not to the other states of the Commonwealth, manufacturers and others will be severely handicapped as compared with those of other states. There is some talk of the Government introducing special legislation with a view of easing the situation.

Liquor Traffic in New South Wales.

Prior to the war hotels opened for the sale of liquor from 6 a.m. until 11 p.m., Sundays excepted. Just after the outbreak of hostilities the closing time was fixed for 6 p.m., and so it has remained since. It has just been announced that the period will be extended for a further period of eighteen months, and during that time a referendum will be taken which will also include the question of prohibition with compensation.

Phosphate Deposits in Nauru.

The island of Nauru, which is approximately about 1,500 miles from the Australian coast, was captured from the Germans by the Australian navy directly after the outbreak of the war. A valuation of the huge phosphate deposits was made and stated to be £250,000,000.

Under the treaty terms Australia has acquired a large stake in the island, in the three-cornered partnership between Britain, Australia, and New Zealand.

The first administrator is to be appointed for a term of five years by the Australian Government, and three commissioners are to be appointed in addition to direct the working of the deposits.

Apart from Great Britain, Australia, and New Zealand, phosphates from Nauru will not be supplied to any other country, except with the unanimous consent of the three commissioners.

Large quantities of phosphates are imported into Sydney, where it undergoes the necessary preparation for mixing it with other constituents required for the various forms of fertilizers.

Trading Banks Exchange Settlements, Sydney, N.S.W.

Following are particulars of the total yearly settlements for the last decade:—

Year.	
1909..	£240,645,000
1912..	330,621,122
1915..	357,803,000
1916..	422,371,972
1917..	444,532,630
1918..	552,216,829

Trade with India.

The New South Wales Government recently despatched a trade commissioner to India for the purpose of making inquiries as to the possibility of further increasing trade between this state and India.

He has just returned and reported that there is ample scope for enlarging business. The classes of Australian goods for which there is a special demand are tinned and dried fruits, jams, hams, bacon, tinned meats, cheese, and biscuits. Trade in tinned rabbits could possibly also be developed, also sparkling wines, Australian brandy, and light beers.

Consideration is now being given regarding the appointment of a permanent trade representative.

High Price of Footwear in New South Wales.

Owing to the high price of leather the price of footwear is rapidly increasing, and it is stated that further increases may be expected shortly.

Sole leather which three months ago was 2s. 5d. per pound is to-day about 3s. 6d.

Tan willow calf was 2s. 3d. per foot; to-day it is 3s. 9d. and is almost unprocurable.

Medium glaze kid was 1s. 6d. per foot; to-day the price is 3s. per foot.

Patent leather twelve weeks ago was 3s. 9d. per foot; to-day it is 6s. 4d. per foot.

Canadian Timbers.

In the September issue of *Building*, published at Sydney, the following article appeared:—

"The Canadian Trade Commissioner is getting busy with regard to the export of Canadian timbers to Australia.

"It is really no use lamenting the fact that Australia cannot provide timber for her wants, and the trade should therefore be given every encouragement. It has been mentioned that Australia is rich in splendid hardwoods, and it would seem that reciprocation in the matter of timber supply is what is really needed, and no one should complain if Australia could provide hardwood equivalent in price for Canada's softwoods. Visiting the latter country it is really lamentable to see the misuse of soft pines. Jetties, railway bridges and sleepers, and all sorts of construction are put in, only to be replaced in a few years, and expedients have to be adopted to compensate for the softness of the timber used; for instance, in railway practice it is found necessary to use tie plates under the rails to prevent the dogspikes from opening out and causing disaster. There is therefore a wonderful opportunity for the exportation of our hardwoods to be developed as reciprocation of softwood imports. Some idea of the value of the latter can be obtained when it is stated that in the year 1913, roughly 200,000,000 feet were imported into New South Wales from Canada, valued at over £1,000,000, and although the quantity of imports has not been maintained during the war, it is likely to be much exceeded in the coming year; for instance, 500,000 doors are estimated to be required in connection with Government building enterprises, with 70,000,000 feet of flooring per annum.

"It therefore behoves Australian merchants and governments to drop the lamenting about our diminished Australian pine supply, to face the facts, and by every means possible to develop a reciprocal timber trade with our Empire brother—the Dominion."

IMPORTS INTO NEW SOUTH WALES.

Sydney, N.S.W., October 8, 1919.—Following are the quantity and values of the principal articles imported for the years ending June 30, 1917, 1918, and 1919.

PRINCIPAL ARTICLES IMPORTED OVERSEAS ANNUALLY.

Article.	1916-17.		1917-18.		1918-19*	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£		£		£
Ale and beer—bottle gal.	256,332	57,037	49,785	15,026	34,793	13,597
Bulk. "	175	17				
Apparel and attire		981,342		771,004		964,751
Socks and stockings		425,169		334,487		744,711
Bags and sacks—						
Bran, chaff, etc. doz.	275,279	89,660	294,550	109,756	500,493	237,202
Corn and flour. "	1,698,512	587,832	1,131,340	437,283	1,483,205	595,160
Woolpacks. No.	968,111	141,716	885,250	159,203	1,739,603	643,829
Other doz.	58,626	15,057	25,060	7,910	22,940	7,186
Bags, purses, N.E.I.		110,975		68,021		58,367
Blankets and blanketing.		61,271		5,697		16,210
Books (printed), etc.		205,298		225,623		286,634
Boots and shoes.		228,857		131,398		124,346
Bullion—						
Gold—bar, ingots, etc. oz.	49,639	198,454				
Silver—bar, ingot, etc. oz.	3,539	496	494,763	95,403	309,588	77,078
Canvas and duck.		212,911		158,624		312,964
Carpets and carpeting.		168,424		177,138		258,800
Cement (portland). cwt.	1,957	306	14	2	2	8
Clocks and watches.		130,452		94,347		156,497
Cocoa and chocolate. lb.	2,221,400	181,835	1,868,270	77,107	3,321,155	133,012
Confectionery, N.E.I. lb.	1,015,290	51,577	167,217	11,035	9,376	778
Copper—						
Pipes and tubes (plain). cwt.	1,807	14,600	599	7,769	1,512	19,559
Copra cwt.	248,347	281,417	503,791	642,200	618,066	794,560
Cordage and twines—						
Sewing silks, etc.		292,916		322,841		372,274
Cushions, etc.		41,475		165,910		233,810
Cutlery, N.E.I.		135,987		135,527		186,499
Drugs and chemicals—						
Cream and tartar. cwt.	8,672	51,206	14,036	181,909	14,565	267,996
Other		192,500		149,878		
Earthenware, etc.		88,382		81,315		98,456
Electrical articles—						
Cable and wire covered cwt.	27,974	192,222	10,965	118,402	42,514	330,217
Fancy goods		153,130		165,274		211,680
Fish—Preserved in tins, etc. lb.	8,616,430	308,588	9,803,655	457,843	4,021,272	209,958
Floor cloths and coverings.		206,154		174,362		221,897
Fruits, fresh—Apples. centals	44,173	55,844	17,230	20,606	7,576	472
Bananas. "	254,323	138,553	124,280	78,664	58,902	45,964
Other	11,490	17,731	945	1,722	444	435
Furniture		25,936		17,495		27,834
Gloves		97,747		121,602		166,754
Grain—Maize. centals	19,547	6,951	1,805	761	47,218	26,419
Oats "	201	110	235	158	14,121	8,431
Rice. "	233,232	129,282	473,356	266,636	125,640	123,642
Hats and caps.		151,111		125,160		100,464
Hessians		172,198		187,260		750,945
Instruments—						
Kinematographs, etc.		261,279		4,840		7,495
Pianos. No.	4,465	130,827	5,243	165,133	3,493	150,874
Parts.		31,628		42,496		65,534
Iron and steel—						
Bar, rod, angle, tee cwt.	474,982	422,261	97,448	132,445	87,754	145,588
Girders, beams. "	75,348	58,165	33,752	38,808	24,515	33,246
Pig "	64,379	20,435	21,428	12,381	7,873	4,788
Plate and sheet—						
Galvanized "	207,625	339,427	100,352	229,343	222,464	558,404
Not galvanized "	180,064	131,743	47,990	69,000	233,305	324,877

* Preliminary figures, subject to revision.

PRINCIPAL ARTICLES IMPORTED OVERSEAS ANNUALLY—*Continued.*

Article.	1916 17.		1917-18.		1918-19.*	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£		£		£
Jewellery		86,186		66,142		58,053
Precious stones, unset.....		164,590		215,235		218,399
Leather.....		213,840		119,563		171,935
Machines and machinery—						
Agricultural.....		229,760		210,550		276,338
Electrical.....		410,570		271,775		519,194
Engines.....		116,504		78,429		104,894
Mining.....		23,234		29,810		42,148
Motive power.....		96,914		83,808		58,957
Sewing.....		109,004		107,765		181,799
Other.....		883,010		670,918		935,799
Matches.....		40,745		83,366	773,708	185,328
Medicines.....		251,954		272,510		163,661
Metals, manufactures—						
Pipes and tubes.....		299,080		196,690		279,922
Wire.....		173,831		241,678		205,542
Wire netting.....		2,896		483		7,079
Miscellaneous.....		979,111		775,726		1,330,804
Oils in bulk—						
Benzine..... gal.	5,168,196	388,026	5,194,734	395,466	10,986,649	592,517
Benzoline, etc..... "	1,516,901	110,694	1,494,129	119,897		
Kerosene, etc..... "	6,050,952	166,569	5,033,947	160,683	4,732,432	212,489
Lubricating mineral..... "	2,633,720	158,955	2,772,229	236,935	3,716,947	441,143
Paints & colours prep'd for use, cwt	15,460	42,876	5,407	17,777	6,532	28,423
Paper, printing.....		728,682		477,082		661,817
" writing.....		207,358		155,299		274,386
Piece-goods—						
Cotton, linen.....		2,534,328		2,715,357		4,992,805
Flannels.....		67,704		7,801		4,062
Horsehair cloth.....		17,539		15,705		51,326
Rubbered waterproof.....		12,794		21,854		56,871
Silk.....		704,941		1,045,885		1,356,432
Velvets, velveteens.....		513,289		402,720		428,368
Woollens.....		1,296,101		850,014		995,879
N.E.I.....		195,858		118,001		318,718
Other.....		103,257		123,191		153,204
Rails, fish plates, etc.....		11,123		1,044		697
Rubber manufactures.....		493,006		438,725		129,221
Specie—bronze.....		207		60		
gold.....						
silver.....		26,910		46,422		20,560
Spirits—Brandy, bottled... gal.	25,725	26,151	7,408	10,119	2,930	5,555
" bulk.....	138,826	78,624	28,840	20,087	10,936	16,274
Gin—British..... "	59,448	23,379	16,706	11,388	8,013	10,471
Hollands, Geneva..... "	30,188	9,451	5,984	3,186	1,964	1,724
Schnaps..... "	68,673	26,649	21,532	9,227	9,562	10,639
Rum—Bottled..... "	1,241	1,299			92	107
Bulk..... "	27,982	10,097	28,987	13,040	12,283	9,801
Whisky—Bottled..... "	25,176	21,062	18,213	14,640	38,326	12,386
Bulk..... "	916,877	613,021	564,966	464,886	474,573	551,190
Stationery.....		180,883		141,633		204,028
Sugar—cane..... cwt.	1,031,892	975,286	224,719	207,014	186,435	183,161
Tea..... lb.	19,373,545	859,117	18,364,306	797,177	12,252,564	1,021,254
Timber—						
Dressed N.E.I..... sup. ft.	770,865	13,605	118,780	2,064	80,386	1,402
Logs not sawn..... "	598,289	4,789	264,911	1,987	1,494,962	16,427
N.Z. white pine..... "	42,044,303	276,912	33,714,917	260,844	29,240,368	288,285
Undressed N.E.I..... "	73,527,824	600,641	59,915,099	551,319	50,658,453	757,555
Tobacco—						
Manufactured N.E.I..... lb.	1,330,271	99,676	798,919	65,216	877,226	110,355
Unmanufactured..... "	7,808,105	454,119	3,605,843	281,606	2,574,845	256,419
Cigars..... "	82,128	49,028	86,299	48,728	62,573	53,580
Cigarettes..... "	81,268	30,523	53,417	22,459	32,308	18,698
Tools of Trade, not being machines.....		241,304		187,951		406,841
Trimmings and ornaments.....		167,372		178,918		355,292
Vehicles—						
Bicycles, etc., and parts.....		126,466		114,886		150,132
Motor car bodies.....		111,104		116,872		55,463
Chassis.....		425,430		435,808		581,783

* Preliminary figures, subject to revision.

PRINCIPAL ARTICLES IMPORTED OVERSEAS ANNUALLY—*Concluded.*

Article.	1916-17.		1917-18.		1918-19.*	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£		£		£
Other vehicles and parts.....		206,182		154,280		187,324
Wines—Sparkling..... gal.	9,753	20,807	5,108	11,598	5,378	8,881
Still, bottle..... "	19,397	14,705	16,454	12,512	9,744	13,084
Still, bulk..... "	7,614	2,580	3,823	1,858	3,197	1,416
Yarns.....		326,265		192,964		312,537
All other articles.....		7,073,235		6,342,112		11,288,306
Total.....		32,742,207		28,447,579†		42,509,710†

* Preliminary figures subject to revision.

† Exclusive of gold.

COMMERCIAL NOTES FROM ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

Electrification of Italian Railways.

Milan, October 22, 1919.—The Italian Government has recently given its authorization for electrifying 6,000 kilometres of the Italian State and privately-owned railways. It is estimated that the approximate expenditure to be incurred will amount to about 800,000,000 of lire. The plans as now drawn up indicate that the electrification will include 921 kilometres in the Liguria-Lombardy-Piedmont district, 1,279 kilometres in the Venetian provinces, 1,541 kilometres in Central Italy, 1,185 kilometres in Southern Italy, and about 1,000 kilometres in Calabria, which last belong to the Strade Ferrate del Mediterraneo (railroads of the Mediterranean).

Syndicate Formed for Lumber Importation.

With the end in view of facilitating lumber importations into Italy by making direct purchases in the countries of origin, there has been constituted from among the most important Italian lumber importers a corporation known as "La Federazione Industriale Cooperativa per il Commercio e L'Importazione di Legname" (Industrial and Co-operative Federation for Trading in Lumber). The organization has its head office in Rome, with branches in Turin and Genoa, and is to work with the moral support of the Government. It is understood that purchases have already been placed in the United States and Czecho-Slavia by the new syndicate. Any Canadian lumber houses which are prepared to do present business in Italy, and can guarantee delivery might communicate with this office and their offers, if definite and concrete, will be brought to the attention of the Federation in question.

Syndicate for Certain Food Imports.

It is reported that there is to be constituted in Italy a national syndicate for the importation and distribution of pork food, fats, cheese and similar products. This syndicate is to operate under State auspices and is to make those purchases believed necessary for internal consumption. The foregoing alimentary products will be either obtained by the syndicate through private firms or it may buy, where necessary, direct in countries of supply. The syndicate is to exercise a monopoly over the reception of such merchandise and will take measures for warehousing, conserving and distributing

same. Press notices state that the "Consorzio" is being formed from among the principal co-operative societies and public business houses dealing in such goods and it is to be capitalized at 10,000,000 lire.

Foreign Banks subject to Special Authorization.

By royal decree the establishing hereafter of foreign banks in Italy is subject to the approval of the Minister of the Treasury. The decree states that any foreign banking institution wishing to do business in Italy must present its demand to the said ministry, its act of constitution and statutes, and must indicate the amount of capital to be employed in Italy and the directors who are to administer the Italian branches. Among the considerations which will influence the Italian Government in giving their consent to such proposals will be the treatment shown Italian banks in those countries whence the demand for establishing agencies in Italy comes. Foreign banks will further, in accordance with the Italian Commercial Code, be obliged to register their acts of corporation for the Kingdom of Italy and to present a separate balance sheet for the Italian part of their business.

State Encourages Italian Telephonic Industries.

By recent Government decree preference is to be given in making purchases of any kind for the State telephone system to the supplies drawn from native industry. By national production is implied such industries as manufacture in Italy, are financed by Italian capital, directed and operated by Italians, and which obtain their material so far as possible in the country itself.

After purely Italian products there will be preferred the products of those firms, notwithstanding their origin or sources of capital, which actually manufacture telephone apparatus in Italy and whose managers and operators are for the most part Italian.

It is further authorized that on all tenders for State telephonic supplies: (a) the national industry is to have a margin of protection of 10 per cent over foreign and a margin of protection of 5 per cent over non-Italian firms but which manufacture in Italy; (b) that these latter firms are to have a margin of protection of 2 per cent over purely foreign competitors.

Italy's Farm Animal Wealth.

A census of Italy's farm animal wealth gives the following results for 1918 as compared with 1908:—

Description—	1908.	1918.	Decrease or Increase.	Percentages.
Horses..	955,878	989,786	+ 33,908	+ 3.50
Asses..	849,723	946,162	+ 99,439	+12.00
Mules..	388,337	496,743	+108,406	+28.00
Cattle..	6,198,861	6,239,741	+ 40,880	+ 0.66
Buffalo..	19,366	24,026	+ 4,660	+24.00
Pigs..	2,507,798	2,338,926	—168,872	— 6.75
Sheep..	11,162,926	11,753,910	+590,984	+ 5.50
Goats	2,714,873	3,082,558	+367,685	+13.50

Notwithstanding larger numbers registered in all classes of farm animals except pigs it is felt that the increases are not satisfactory owing to the now greater population as well as the increasing consumption of meat. This disproportionate augmentation is considered especially unsatisfactory as regards the cattle increase.

Increasing Tonnage Imports.

Italian imports by way of sea are beginning to register an appreciable incline when compared with the latter part of the war period. In 1913, for instance, the average monthly sea importation amounted to 1,549,000 tons, in 1918 to 882,000 tons,

and in June, 1919, to 1,325,000 tons. The following table prepared by *La Finanza Italiana* is illuminating in this connection:—

Year. (Average Monthly Importation by way of Sea)—	Tons.
1913..	1,549,000
1914..	1,358,000
1915..	1,388,000
1916..	1,323,000
1917..	982,000
1918..	882,000
1919 (January)..	825,000
1919 (February)..	1,035,000
1919 (March)..	878,000
1919 (April)..	1,063,000
1919 (May)..	1,277,000
1919 (June)..	1,325,000
1919 (July)..	1,270,000

The slackening off for the month of July is attributed to the smaller quantities of coal arriving. It is predicted that Italy's present great need for food products, raw and semi-worked material will entail a still much heavier importation and will soon bring the imported tonnage to a level with that of pre-war days.

Foreign Loans Prohibited.

According to a Royal decree no loans can be made outside of Italy and the colonies by either institutions of credit or private individuals without the special sanction of the Ministry of the Treasury. In case of violation of this decree the capital so employed will be subject to an extraordinary tax of 25 per cent.

CONDITION OF THE CHEMICAL INDUSTRIES OF BELGIUM.

The Agent-General of the Province of Quebec sends, under date October 8, the following notes on the chemical industries of Belgium:—

Most of the manufactories engaged in the production of chemicals have since the armistice been unable to start business again. A great many of them have been completely destroyed, others only partially or simply emptied of their machinery by the Germans; for want of capital they cannot start business prior to receiving indemnification for losses sustained. Amongst the few which are in good shape, the majority are afraid to resume business, their former customers being all or practically all unable to buy goods.

None of those who have started up business again are producing to full capacity; the raw material is very hard to get, the scarcity of tonnage and excessive rate of exchange making costs almost prohibitive. On the other hand, prices cannot be regularly settled on account of dearth of labour, which is in a condition of unrest.

In fact there are just about enough chemical products manufactured for the actual demands in Belgium; and no chemicals are allowed in Belgium from Germany which can be produced in this country.

As for exportation, there is nothing available so far. Holland alone has been able to secure a very little of the Belgian products in exchange for some raw material.

A few figures will best illustrate the situation:—

Before the war, in 1913, Belgium exported 625,088,520 kg. Of these, the exportation to Canada amounted to 2,501,649 kg.

For the first eight months of this year the exportation from Belgium was only 15,113,274 kg.

This shows plainly how little has been produced and how little is available for exportation, although orders from foreign countries are very numerous.

THE BRITISH BOOT AND SHOE INDUSTRY—EFFORTS TO REVIVE EXPORT TRADE.

TRADE COMMISSIONER J. E. RAY.

Manchester, October 21, 1919.—Efforts are being made in Great Britain to revive the export trade in boots and shoes. In pre-war days this item figured prominently in the external trade of the United Kingdom; but during the last five years so many workmen were drawn from the factories by the exigencies of war, so great were military demands for footwear, and so scanty were shipping facilities, that the trade has declined to about one-fourth of its size in 1914.

The following statistics should be of interest to Canadian boot and shoe manufacturers who have recently been directing their efforts towards the development of external trade, as they indicate the consuming countries of the British product and the nature of the competition likely to be met when the machinery of the British Shoe Manufacturers, Ltd., is in full motion, details as to the constitution, organization, methods of business, and terms of credit of which appeared in *Weekly Bulletin* 822, page 881, and 823, page 940.

	Quantities.		Value.	
	1914. Dozen pairs.	1918. Dozen pairs.	1914. £	1918. £
Russia..	913	.....	5,267	—
Denmark (including Faroe Is- lands)	6,921	2,129	14,623	10,005
Germany..	22,918	.....	65,559	—
Netherlands..	47,168	227	73,904	411
Belgium..	40,463	252	140,411	2,044
France..	123,406	135,080	894,826	533,787
Switzerland..	3,621	2,038	12,918	8,563
Italy..	15,878	20,053	70,965	247,555
Austria-Hungary..	23,058	.....	74,790	—
Servia..	2	.....	19	—
Roumania..	340	.....	1,822	—
Turkey..	19,353	45	50,828	396
Egypt..	25,067	.....	81,441	—
United States..	16,177	6,007	45,957	13,081
Peru..	1,697	33	4,533	379
Chile	7,112	891	20,073	6,649
Argentine Republic..	38,271	3,394	100,674	26,334
Other foreign countries..	26,003	16,480	88,131	87,158
Total to foreign countries.	418,368	112,671	1,746,831	936,632
Channel Islands..	13,602	11,626	32,440	58,159
Egypt.. . . . .	.....	11,129	.....	70,669
Union of South Africa and Rhodesia..	345,917	167,644	1,058,894	828,440
British India..	139,566	26,017	352,725	133,258
Straits Settlements..	13,840	5,969	48,236	34,655
Australia..	256,961	14,161	389,402	33,012
New Zealand..	103,128	27,907	297,359	123,428
Canada..	56,025	15,683	112,895	26,063
British West Indies..	30,387	2,859	60,554	13,809
Other British possessions..	54,543	15,932	146,735	102,722
Total to British possessions.	1,013,929	298,827	2,499,240	1,424,215
Total..	1,432,297	411,498	4,246,071	2,360,577

EXPORTS OF FOREIGN AND COLONIAL BOOTS AND SHOES.

In addition to the exports of boots and shoes manufactured at home, Great Britain has always made a feature of exporting similar manufactures of foreign and "colonial" origin, as the following tables illustrate:—

	Quantities.		Value.	
	1914. Dozen pairs.	1918. Dozen pairs.	1914. £	1918. £
To foreign countries	2,236	9	13,179	186
British possessions.. . . .	9,033	107	22,529	697
Total..	11,269	116	35,708	883

THE BRITISH JAM (PRICES) ORDERS, 1919.

The Jam (Prices) Order, 1919, dated September 9, made by the British Food Controller under the Defence of the Realm Regulations, with the amending Order, dated October 21, both signed by the Secretary to the Ministry of Food, have been transmitted by the Canadian High Commissioner, London, and read as follows:—

The Jam (Prices) Order, 1919, dated the 9th September, 1919, made by the Food Controller under the Defence of the Realm Regulations.

In exercise of the powers conferred upon him by the Defence of the Realm Regulations and of all other powers enabling him in that behalf, the Food Controller hereby orders that except under the authority of the Food Controller the following regulations shall be observed by all persons concerned:—

MAXIMUM PRICES.

1. (a) A person shall not sell or offer or expose for sale, buy, or offer to buy jam or jelly at prices exceeding the maximum prices for the time being applicable under this order.
- (b) Until further notice the maximum prices for jam of a kind mentioned in the schedules to this order shall be as follows:—
 - (i) On the occasion of a sale by wholesale by a manufacturer to a buyer who declares in writing that he is buying the jam for resale by wholesale the prices set out in the first schedule, less 5 per cent.
 - (ii) On the occasion of any other sale by wholesale, the prices set out in the first schedule.
 - (iii) On the occasion of a sale by retail the prices set out in the second schedule, or in the cases to which the third schedule applies, the prices set out in such schedule.

Provided that where the maximum price set out in the schedules to this order for any two kinds of jam is the same, jam which is a mixture of the fruits used in such kinds may be sold at the price prescribed for such kinds of jam.

- (c) Until further notice the maximum prices for jelly of a kind mentioned in the schedules to this order shall be the prices for jam of the same kind on the occasion of a like sale, together with the addition of a sum at the rate of $\frac{1}{2}$ d. per pound.
- (d) The Food Controller may from time to time by notice under this order prescribe further or other prices for jam or jelly (hereinafter called jam) whether or not mentioned in the schedule.

CONDITIONS ON WHOLESALE SALE.

2. On the occasion of a sale by wholesale the following provisions shall apply:—
 - (a) The seller shall, if the buyer so requires, deliver the jam sold to the buyer's premises, or at the option of the buyer where the manufacturer is the seller to any railway station in the United Kingdom nominated by the buyer, and, save as provided in clause 12 of this order, no additional charge may be made therefor, provided that a buyer shall not be entitled to require delivery otherwise than at his own premises of any parcel of jam less than 288 pounds in weight.
 - (b) No charge may be made for jars or other container, or for packing or packages, except that—
 - (i) the seller may make an additional charge for the cost of the outside package inclosing the jar or other containers; and
 - (ii) where jam is sold in a returnable container holding more than 7 pounds, provided by the seller, an additional charge not exceeding the market value of such container may be made by the seller.

Provided that in either case, the buyer shall be entitled to recover from the seller the amount so charged on returning to the seller's railway station the outside package or container in good condition.

CONDITIONS ON RETAIL SALE.

3. On the occasion of a sale by retail the following provisions shall apply:—
- (a) The maximum price shall include the price for jars or other containers (if any) and all charges for packing and packages.
 - (b) Where delivery is made at the buyer's request otherwise than at the seller's premises an additional charge may be made in respect of such delivery at a rate not exceeding $\frac{1}{2}$ d. per pound or any larger sum properly and actually paid by the seller for carriage.

CONSTITUENTS AND DESCRIPTION.

4. A person shall not sell or offer or expose for sale any jam unless the same complies with the following provisions:—
- (a) The water soluble extract of jam shall not be less than 63 per cent of the total weight of such jam.
 - (b) Not more than 10 per cent of the jam measured by weight shall consist of added fruit juice.
 - (c) Where more than one variety of fruit or vegetable is used in the making of a jam other than in the form of added fruit juice not exceeding the quantity specified in subclause (b), each such variety must be mentioned in the description, but so that where any fruit or fruits contained in such jam is less than 25 per cent of the total fruit content, the name of such fruit or fruits shall be prefaced in the description by the words "flavoured with" in such form as to be easily readable by a buyer.
 - (d) The provisions of sub-clause (c) shall not apply to jam sold under the title "Mixed Jam."

FLAVOURED MIXTURES.

5. A person shall not sell or offer or expose for sale any jam the description of which contains or which under the provisions of Clause 4 should contain the words "flavoured with," at a price exceeding the price applicable under this Order to "Jam of any other description."

MARMALADE.

6. A person shall not sell or offer or expose for sale any article under the description of marmalade or under any description of which the word "marmalade" forms part, unless only citrous fruits, citrous fruit juices, and sugar or other sweetening substances have been used in the making thereof.

LABELS.

7. (a) A person shall not sell or offer or expose for sale or deliver pursuant to any contract of sale, whether by wholesale or by retail, any jam in a container unless such container bears:—
- (i) the name and address of the manufacturer of the jam; and
 - (ii) except where the jam is packed in usual containers with a net content of 1 pound, 2 pounds, 3 pounds, or 7 pounds, the guaranteed net weight of the contents and the price at which it may be sold by retail.
- (b) A person shall not make or knowingly connive at the making of any false statements as to the matters set out in sub-clause (a) or alter or deface any label or other writing regarding such matters.

DEFENCE.

8. If in any proceedings against a person in respect of a sale or offer or exposure for sale of jam not made by him, it is proved that an offence has been committed, but the person charged with the offence proves:—

- (a) that he sold or offered or exposed for sale the jam in the container in which he received it;
- (b) that he had no reason to believe that the jam did not as respects content, weight, description and labelling, comply with the provisions of this Order;
- (c) that he had no reason to believe at the time of sale or offer or exposure for sale that the jam was not such as permitted of its being sold at the price charged or proposed, and
- (d) that he has given due notice to the prosecutor that he intended to rely on the provisions of this clause;

Such person shall be entitled to be discharged from the prosecution.

SAMPLES FOR ANALYSIS.

9. A person authorized in that behalf by the Food Controller or a Food Committee to procure for analysis samples of jam shall have all the powers of procuring samples conferred by the Sale of Food and Drugs Acts, and a person selling jam shall, on tender of the price for the quantity which he shall reasonably require for the purpose of analysis sell the same to him accordingly.

CERTIFICATE OF ANALYST.

10. In any proceedings in respect of an infringement of this order the production of the certificate of the principal chemist of the Government Laboratories, or of an analyst appointed under the Sale of Food and Drugs Acts, shall be sufficient evidence of the facts therein stated unless the defendant shall require that the person who made the analysis shall be called as a witness. The certificate of the principal chemist or of the analyst shall, so far as circumstances permit, be in the form required by the Sale of Food and Drugs Acts.

PRICES TO BE DISPLAYED BY RETAILER.

11. Every person selling jam by retail shall on and after the 15th September, 1919, keep posted on his premises in a conspicuous place, so as to be easily readable by all customers throughout the whole time during which jam is being sold or exposed for sale, a notice stating in plain words and figures the maximum prices applicable under this order for the jam for the time being on sale, and also the actual price at which such jam is at such time being sold by him.

DELIVERY IN REMOTE DISTRICTS.

12. An addition at the rate of $\frac{1}{2}$ d. per pound may be made to the maximum price for jam delivered to any place in the Orkney Islands, Shetland Islands, Outer and Inner Hebrides, or in the Counties of Ross and Cromarty, Sutherlandshire and Caithness.

CONTRACTS.

13. Where any contract subsisting on the 15th September, 1919, for the sale of any jam provides for payment of a price in excess of the permitted maximum price,

the contract shall stand so far as concerns jam delivered to the buyer's premises before the 15th September, 1919, but shall, unless the food controller otherwise directs, be avoided so far as concerns jam agreed to be sold above the permitted maximum price which has not been so delivered.

FICTITIOUS TRANSACTIONS.

14. A person shall not in connection with the sale or disposition or proposed sale or disposition of any jam to which this order applies, enter or offer to enter into any fictitious or artificial transaction or make or demand any unreasonable charge.

BREACH OF DECLARATION.

15. A person who has given the declaration mentioned in clause 1 (b) (i) of this order, shall not, except under a license of the Food Controller, re-sell any jam obtained under such declaration otherwise than by wholesale.

WHOLESALE.

16. The provisions of this order relating to prices shall not apply to:—

- (a) jam sold for consumption on the premises of the seller;
- (b) jam sold without a container in a quantity of less than 4 ounces. Provided that at the time of sale the seller is able and willing, if the customer so requires, to sell the customer 4 pounds of jam of a like description at the price applicable under this order.

INTERPRETATION.

17. For the purpose of this order: The expression "Jam" shall include jelly, conserve and marmalade.

The expression "sale by wholesale" shall mean—

- (a) a sale of any quantity to a person buying for the purposes of re-sale; and
 - (b) a sale for other purposes of a quantity of not less than 144 pounds of jam.
- The expression "sale by retail" shall mean any sale other than a sale by wholesale.

PENALTY.

18. Infringements of this order are summary offences against the Defence of the Realm Regulations.

REVOCATION S. R. AND O. NOS. 930, 107, 1070, AND 1146 OF 1918, AND NO. 875 OF 1919.

19. The jam (prices) No. 2 order, 1918, as amended, is hereby revoked as on the 15th September, 1919, but without prejudice to any proceedings in respect of a contravention thereof.

LICENSES.

20. All licenses granted under the jam (prices) No. 2 order, 1918, are revoked as at the 15th September, 1919.

TITLE AND COMMENCEMENT.

21. (a) This order may be cited as the jam (prices) order, 1919. (b) This order shall come into force on the 15th September, 1919.

THE FIRST SCHEDULE.

Sale by Wholesale.

Description of Jam or Jelly.	Maximum Prices.				
	Where Container holds.				
	1 lb.	2 lbs.	3 lbs.	7 lbs.	Over 7 lbs. per lb.
	s. d.	s. d.	s. d.	s. d.	d.
Cherry. }	1 0½	1 11½	2 11½	6 9½	10½
Strawberry. }					
Apricot. }					
Peach. }					
Pineapple. }	1 0	1 10½	2 9	6 5	10
Pineapple and Apricot. }					
Quince. }					
Black Currant. }					
Loganberry. }	11¾	1 10	2 8½	6 4	10
Loganberry and Raspberry. }					
Raspberry. }					
Blackberry. }					
Raspberry and Plum. }	11	1 8½	2 6	5 10	9
Strawberry and Plum }					
Damson. }					
Greengage. }	10¾	1 8	2 5¾	5 9	9
Plum. }					
Red Currant. }					
Raspberry and Red Currant. }					
Apricot and Apple. }					
Blackberry and Apple. }					
Greengage and Apple. }					
Black Currant and Apple. }	10½	1 7¾	2 5½	5 8	8¾
Red Currant and Apple. }					
Loganberry and Apple. }					
Raspberry and Apple. }					
Strawberry and Apple. }					
Raspberry and Gooseberry. }					
Strawberry and Gooseberry. }					
Marmalade. }	10½	1 7½	2 4½	5 6½	8½
Rhubarb and Preserved Ginger. }					
Damson and Apple. }					
Gooseberry. }	10	1 7	2 4	5 5	8½
Gooseberry and Red Currant. }					
Plum and Apple. }					
Rhubarb. }	8½	1 5½	2 2	5 1	7½
Gooseberry and Apple }					
Jam of any other description	9	1 4½	2 0½	4 9¼	7

(1) If jam or jelly is sold in a quantity of less than 7 pounds in a container holding a quantity not specified above, the maximum price is to be at the rate per pound, applicable to sales in a container holding the next higher quantity specified.

(2) Where the jam or jelly is contained in a 7-lb. returnable container, the buyer shall be entitled to recover from the seller the sum of 6d. for each such jar or container returned by him to the seller in good condition.

(3) Where the jam or jelly is contained in a 7-lb. non-returnable container the maximum price shall be decreased by 3d. in respect of each such container.

(4) Jam or jelly made from rhubarb and preserved ginger, may be described as "Rhubarb and Preserved Ginger" notwithstanding the provisions of Clause 4 (c) of the order, provided that the quantity of preserved ginger contained in such jam or jelly shall be not less than 20 per cent of the total fruit content.

THE SECOND SCHEDULE.

Sale by Retail.

Description of Jam and Jelly.	Maximum Prices.							
	Where Container holds:—							
	1 lb.		2 lbs.		3 lbs.		7 lbs.	
	s.	d.	s.	d.	s.	d.	s.	d.
Cherry, } Strawberry. }	1	2	2	2½	3	4	7	8
Apricot, Peach, Pineapple, Pineapple and Apricot, Quince, }	1	1½	2	1	3	1½	7	3
Black Currant, Loganberry, Loganberry and Raspberry. }	1	1½	2	1	3	1½	7	3
Raspberry, Blackberry, Raspberry and Plum, Strawberry and Plum, Damson, Greengage, Plum, }	1	0½	1	11	2	10½	6	8
Red Currant, Raspberry and Red Currant Apricot and Apple, Blackberry and Apple, Greengage and Apple, Black Currant and Apple, Red Currant and Apple, Loganberry and Apple, Raspberry and Apple, Strawberry and Apple, Raspberry and Gooseberry, Strawberry and Gooseberry }	1	0	1	10½	2	10	6	6½
Marmalade, Rhubarb and Preserved Ginger. }	1	0	1	10½	2	9	6	5
Damson and Apple, Gooseberry, Gooseberry and Red Currant, Plum and Apple. }	11½		1	10	2	8½	6	3½
Rhubarb, }	11		1	9	2	7	6	0
Gooseberry and Apple. }	10½		1	7½	2	5	5	8
Jam of any other description.								

(1) If sold in a container holding a quantity not specified above, the maximum price is to be at the rate per pound, applicable to sales in a container holding the next higher quantity specified, and if the sale is of more than seven pounds, at the rate per pound applicable in a sale of seven pounds.

(2) Where the jam or jelly is contained in a 7-lb. returnable container, the buyer shall be entitled to recover from the seller the sum of 6d. for each such jar or container returned by him to the seller in good condition.

(3) Where the jam or jelly is contained in a 7-lb. non-returnable container the maximum price shall be decreased by 3d. in respect of each such container.

(4) Jam or jelly made from rhubarb and preserved ginger, may be described as "Rhubarb and Preserved Ginger" notwithstanding the provisions of Clause 4 (c) of the order, provided that the quantity of preserved ginger contained in such jam or jelly shall be not less than 20 per cent of the total fruit content.

THE THIRD SCHEDULE.

Sale by Retail without a Container subject to conditions mentioned below.

Description of Jam or Jelly.	Maximum Prices.				
	1 lb.		$\frac{3}{4}$ lb.	$\frac{1}{2}$ lb.	$\frac{1}{4}$ lb.
Cherry,	s.	d.	d.	d.	d.
Strawberry,	1	1½	10½	7	3½
Apricot,					
Peach,					
Pineapple,					
Pineapple and Apricot,					
Quince,	1	0½	10	7	3½
Black Currant,					
Loganberry,					
Loganberry and Raspberry,					
Raspberry,					
Blackberry,					
Raspberry and Plum,					
Strawberry and Plum,					
Damson,	0	11½	9½	6½	3½
Greengage,					
Plum,					
Red Currant,					
Raspberry and Red Currant,					
Apricot and Apple,					
Blackberry and Apple,					
Greengage and Apple,					
Black Currant and Apple,					
Red Currant and Apple,					
Loganberry and Apple,	0	11	9	6	3
Raspberry and Apple,					
Strawberry and Apple,					
Raspberry and Gooseberry,					
Strawberry and Gooseberry,					
Marmalade,					
Rhubarb and Preserved Ginger.					
Damson and Apple,					
Gooseberry,	0	10½	8½	6	3
Gooseberry and Red Currant,					
Plum and Apple.					
Rhubarb,	0	10	8	5½	3
Gooseberry and Apple.					
Jam of any other description.....	0	9½	8	5½	3

This schedule does not apply to—

- (a) any sale of jam or jelly except jam or jelly sold without a container, or
- (b) any sale of loose jam or jelly unless the seller is able and willing, if so required, to sell one pound in a container of the like jam or jelly (as the case may be) to the customer at the price applicable under this order.

Where the quantity sold is not an even $\frac{1}{4}$ -lb., $\frac{1}{2}$ -lb. or $\frac{3}{4}$ -lb. the price is to be at the rate provided on the sale of $\frac{3}{4}$ -lb.

Jam or jelly made from rhubarb and preserved ginger, may be described as "Rhubarb and Preserved Ginger" notwithstanding the provisions of Clause 4 (c) of the order, provided that the quantity of preserved ginger contained in such jam or jelly shall be not less than 20 per cent of the total fruit content.

ORDER DATED THE 21ST OCTOBER, 1919, AMENDING THE JAM (PRICES) ORDER, 1919, MADE BY THE FOOD CONTROLLER UNDER THE DEFENCE OF THE REALM REGULATIONS.

S. R. and O. No. 1195 of 1919.

In exercise of the powers conferred upon him by the Defence of the Realm Regulations and of all other powers enabling him in that behalf, the Food Controller hereby orders that the jam (prices) order, 1919 (hereinafter called the principal order), shall be amended as follows:—

1. The following sub-clause shall be added at the end of clause 1 of the principal order:—

(e) In estimating the maximum price, a broken halfpenny shall be reckoned as a halfpenny.

2. The words "Part I" shall be inserted immediately below the words "Sale by Wholesale" in the first schedule to the principal order, "Sale by Retail" in the

second schedule to the principal order, and “Sale by Retail without a container, subject to the conditions mentioned below,” in the third schedule to the principal order.

- 3. (a) The first schedule to this order shall be inserted between the table and the note in the first schedule to the principal order.
- (b) The second schedule to this order shall be inserted between the table and the note in the second schedule to the principal order.
- (c) The third schedule to this order shall be inserted between the table and the note in the third schedule to the principal order.

4. In each of the schedules to the principal order there shall be inserted after the words “jam of any other description” in the first column, the words “except jam of the varieties mentioned in part II.”

5. There shall be added at the end of the notes to the first and second schedules of the principal order the following paragraphs:—

- (5) Notwithstanding the provisions of clause 7 (a) (ii) jam or jelly of any of the varieties mentioned in part II of this schedule may be sold in containers which do not bear the guaranteed net weight of the contents: Provided that a person selling any such jam by retail shall keep posted in a conspicuous position so as to be easily readable by all customers throughout the time during which the jam is being sold or exposed for sale, a notice showing in plain words or figures the net weight of the jam in accordance with a statement which shall be given to him by the wholesaler.
- (6) In the case of any jam or jelly of the varieties mentioned in part II of this schedule the country of origin shall be clearly included in the address of the manufacturer stated on the container in accordance with the provisions of clause 7 (a) (i).

6. Copies of the principal order hereafter to be printed under the authority of His Majesty’s Stationery Office shall be printed with the amendments provided for by this order, and the principal order shall on and after the 27th October, 1919, be read and take effect as hereby amended.

THE FIRST SCHEDULE.

Part II.

Description of Jam or Jelly.	Maximum Prices.				
	Where container holds.				
	1 lb.	2 lbs.	3 lbs.	7 lbs.	Over 7 lbs. Per lb.
	s. d.	s. d.	s. d.	s. d.	s. d.
Cape Gooseberry.....	1 0½	1 11½	2 11½	6 9½	10½
Melon,	}	1 10½	2 9	6 5	10
Melon and Apricot,					
Melon and Ginger,					
Melon and Lemon,					
Melon and Pineapple,					
Melon and Fig,	1 0				
Green Fig,	}	1 8	2 5¾	5 9	9
Typaree (Hill Gooseberry),					
Nectarine,					
Pear and Quince.					
Fig,					
Adams Fig,	10¾				
Guava,	}	1 7¾	2 5½	5 8	8½
Pear,					
French Pear,					
Peach and Apple,					
Guava and Apple.....	9½	1 5½	2 2	5 1	7½

THE SECOND SCHEDULE.

Part II.

Description of Jam or Jelly.	Maximum Prices.			
	Where container holds			
	1 lb.	2 lbs.	3 lbs.	7 lbs.
	s. d.	s. d.	s. d.	s. d.
Cape Gooseberry,	1 2	2 2½	3 4	7 8
Melon,				
Melon and Apricot,				
Melon and Ginger,				
Melon and Lemon,				
Melon and Pineapple,				
Melon and Fig,	1 1½	2 1	3 1½	7 3
Green Fig,				
Typaree (Hill Gooseberry),				
Nectarine,				
Pear and Quince,				
Fig,				
Adams Fig,	1 0½	1 11	2 10½	6 8
Guava,				
Pear,				
French Pear,	1 0	1 10½	2 10	6 6½
Peach and Apple,				
Guava and Apple	11	1 9	2 7	6 0

THE THIRD SCHEDULE.

Part II.

Description of Jam or Jelly.	Maximum Prices.			
	1 lb.	¾ lb.	½ lb.	¼ lb.
	s. d.	s. d.	s. d.	s. d.
Cape Gooseberry	1 1	10½	7	3½
Melon,				
Melon and Apricot,				
Melon and Ginger,				
Melon and Lemon,				
Melon and Pineapple,				
Melon and Fig,	1 0½	10	7	3½
Green Fig,				
Typaree (Hill Gooseberry),				
Nectarine,				
Pear and Quince,				
Fig,				
Adam's Fig,	11½	9½	6½	3½
Guava				
Pear,				
French Pear,	11	9	6	3
Peach and Apple.. . . .				
Guava and Apple.	10	8	5½	3

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool:—

“Manchester, November 4.—About 7,000 barrels Nova Scotia apples ex ss. *Manchester Exchange*, 40 per cent slack. Some Kings and Ribstons generally poorly coloured. No. 3 grade not wanted. No. 1 Blenheim, few best lots 42s. to 49s., others 32s. to 40s., No. 2's, few best 35s. to 40s., others 26s. to 32s., Domestic 25s. to 30s., No. 3's 19s. to 22s.; No. 1 Ribston, 24s. to 32s., No. 2's 22s. to 27s., Domestic 21s. to 36s., No. 3's 16s. to 18s.; No. 1 Kings, few best 58s. to 63s., others 50s. to 57s., green lots 36s. 6d. offered but not accepted, No. 2's, few best 53s. to 54s., others 38s. to 45s., Domestic 35s. to 42s., No. 3's 24s. to 29s.; No. 1 Baldwins 55s. to 58s., No. 2's 49s., Domestic 36s., No. 3's 24s. 6d.; No. 1 Ontarios 40s., No. 2's 28s. 6d.”

“London, November 5.—1,500 boxes B.C. Cox's Orange ex ss. *Dunbridge*, reported generally unsound. Small percentage pitted but a few sold at 9s.”

“Liverpool, November 5.—7,000 barrels Nova Scotian apples ex ss. *Digby* arrived in generally satisfactory condition, 3,490 slack. Blenheims, No. 1's, few best 35s. to 42s., others 26s. to 34s., No. 2's 23s. to 30s., Domestic 23s. to 26s.; Kings, No. 1's, few best 57s. to 60s., others 46s. to 53s., No. 2's, few best 49s., others 37s. to 42s., Domestic 29s. to 37s., No. 3's, few best 32s. to 35s., others 25s. to 28s.; Ribstons, No. 1's 27s. to 30s., No. 2's 25s., Domestic 25s. 6d.; Baldwins, No. 1's 50s., Domestic 29s. to 35s., No. 3's 25s. 1,230 barrels Ontario apples ex ss. *Canada* sold, Cranberry Pippin, No. 1's 47s.; Bottle Greening, No. 1's 36s. to 38s.; Stark, No. 1's 35s., No. 2's 29s., No. 3's 26s. to 28s.; Baldwins, No. 1's 55s., slacks 45s., No. 2's 30s. to 36s., No. 3's 26s. to 28s.; Ben Davis, No. 1's 31s. to 38s., No. 2's, few best 27s. to 31s., others 19s. to 21s. 4,990 boxes British Columbia Wealthies ex ss. *Rimouski*, all No. 2 grade, excellent condition but under 40 pounds, sold at 6d. per pound net weight, medium sizes 19s. 3d., large sizes 15s. to 19s. 1,500 boxes British Columbia apples ex ss. *Canada*, excellent condition, full weight, maximum price (20s. 10d.), Jonathans 19s. 3d. 847 boxes Ontario apples ex ss. *Canada*, Kings, No. 1's 19s. 3d., Domestic 15s. 3d.; Blenheims, No. 1's 14s. 6d., Domestic 9s. 6d.; Greenings, No. 1's 11s., Domestic 7s. 8d. Market weak for inferior grades.”

“Glasgow, November 5.—4,171 barrels and 13,948 boxes Maine apples and 3,300 boxes Washington and Oregon apples; prices strongly governed by colour. Baldwin No. 1, few best lots 60s., hers 43s. to 50s.; Ben Davis No. 1 40s.; Stark No. 1 50s. to 55s., No. 2 45s.; Kings No. 1 64s., uncoloured 35s. Maine boxes Baldwins 18s. to 22s., uncoloured 13s. to 16s. Kings sold at 6d. per pound, actual net weight 24s., Greenings 15s. Western Newtowns, Pearmain, Ben Davis and Jonathans, 20s. 10d.; Baldwins at 6d. per pound, actual weight 21s. Pears, half cases, Barry 11s. to 13s., Vicars 12s., Winter Nclis 35s.”

“Liverpool, November 7.—Decided slump and demand slow for all apples except best grades. Kings, No. 1's, few best lots 47s. to 53s., others 38s. to 45s., No. 2's, few best lots 39s. to 44s., others 29s. to 34s., Domestic 25s. to 30s., No. 3's 20s. to 24s.; Ribstons, No. 1's 24s. to 27s., No. 2's 18s. to 23s., No. 3's 18s. 9d.; Blenheims, No. 1's 25s. to 30s., No. 2's 20s. to 24s., Domestic 20s. to 23s., No. 3's 17s. to 18s. 2,000 boxes B.C. Wealthies, No. 2's, large sizes (96 to 113) green 12s. to 16s., small sizes (175 to 200) 17s. 6d. to 19s., medium sizes (125 to 163) 18s. to 19s. 3d.; No. 1 McIntosh (96 to 113) 15s. to 18s., medium sizes (125 to 163) 19s. 3d.; Cox's Orange, 20s. 10d. Boxes frail, leading to breakage. B.C. apples quoted above are part of the lot ex ss. *Rimouski*, only 1,450 boxes having been sold on November 5.”

“Liverpool, November 10.—630 boxes B.C. Wealthies, No. 2's sold largest size 13s., sizes 96 to 113 and 175 to 200, 15s. to 17s., sizes 125 to 163, 17s. Maine boxed Baldwins, 14s.”

NORWAY INQUIRES FOR CANADIAN APPLES.

CANADIAN FRUIT TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, October 28, 1919.—Several Norwegian apple importers have asked to be placed in touch with shippers of Canadian apples, furnishing the information that the Norwegian-American Line have established a regular service between Canada and Norway with a freight rate of 70 cents per cubic foot, and offering to receive consignments for sale on a commission of 2 per cent to 5 per cent. Freight rates from New York are given as \$1 per box and \$3 per barrel, duty 12 oere per kilogramme or about 1½ cents per pound. A strong preference is expressed for red varieties, Gravensteins being the only uncoloured variety that is especially mentioned. The box-package also is especially in demand, although barrels are also extensively imported.

The names of interested importers may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, quoting file No. 22311.

PROHIBITED EXPORTS.—REGULATIONS FURTHER AMENDED.

Memorandum No. 2345-B of the Department of Customs—published in the last number of the *Weekly Bulletin*, page 930—has been amended as under, *vide* Memorandum of Customs 2352-B, issued on November 7:—

Paragraph 3 of the regulations therein contained is amended to read as follows:—

3. Individual licenses shall be required for all prohibited exports destined to Russia in Europe.

The following paragraph, to be read with and form part of the said regulations, is added to follow paragraph number 7:—

8. Notwithstanding anything contained in these Regulations the Canadian Trade Commission, in respect of those goods which come under their control for export license, have granted a general license for the export to all destinations of bona fide commercial samples, and Collectors of Customs may permit the export of such samples without individual license.

CANCELLATION OF PERMITS FOR THE IMPORTATION OF LIVE STOCK INTO CANADA FROM THE UNITED KINGDOM, EXCEPT SCOTLAND.

The ministerial order on the above subject, dated October 24, 1919, summarized in *Weekly Bulletin* 822, page 867, has, according to a ministerial order signed by the Deputy Minister of Agriculture, dated October 29 (*vide* memorandum of Department of Customs 2350-B), been cancelled and the following substituted therefor:—

Owing to the existence of foot and mouth diseases in England, all permits for the importation to Canada from the United Kingdom, except Scotland, of cattle, sheep, other ruminants and swine, with the exception of such animals as are actually at this date embarked on vessels en route for Canada, shall be and are hereby cancelled.

Permits for the importation of cattle, sheep, other ruminants and swine from Scotland will only be issued under the following conditions:—

The animals may be embarked at any port in Scotland, and, in addition to the usual health certificates, must be accompanied by an affidavit from the shipper that the animals so embarked have been in Scotland for two months previous to the date of embarkation.

BRAZILIAN IMPORTS AND EXPORTS, JANUARY TO JULY, 1919.

The Consul for Brazil at Montreal has forwarded the subjoined statistical tables of Brazilian trade from January to July, 1919, as supplementary to the table of exports of Brazilian merchandise during that period which was published in *Weekly Bulletin* 822, page 868.

IMPORTS OF MERCHANDISE BY COUNTRIES, JANUARY TO JUNE, 1919.

* Countries of Origin.	Value C.I.F. in Brazil. Equivalent in Pounds Sterling.				
	1913.	1916.	1917.	1918.	1919.
Europe—					
Belgium.. . . .	£ 1,824,307	£ 23,782	£ 12,306	.....	£ 22,284
Denmark.. . . .	52,850	100,406	35,593	£ 10,277	14,166
France.. . . .	3,461,151	910,131	954,034	1,091,799	1,309,631
United Kingdom.. . . .	8,763,398	3,808,712	3,773,139	4,554,769	5,132,191
Greece.. . . .	9,820	2,922	348	.....	—
Spain.. . . .	247,477	160,224	242,308	288,221	376,385
Netherlands.. . . .	310,138	86,199	26,752	21,287	72,269
Italy.. . . .	1,438,759	696,648	389,708	452,536	465,588
Norway.. . . .	339,819	192,971	183,636	82,332	228,844
Portugal.. . . .	1,523,472	900,665	717,399	743,636	921,365
Russia in Europe.. . . .	35,033	8,300	10,957	208	—
Sweden.. . . .	152,701	177,644	120,263	161,125	502,128
Switzerland.. . . .	402,977	209,883	153,953	165,998	203,094
Germany.. . . .	5,802,803	8,666	45,255	.....	—
Austria-Hungary.. . . .	553,195	301	.....	.....	—
Turkey in Europe.. . . .	6,248	1,696	1,937	.....	—
North and Central America—					
Canada.. . . .	138,440	186,426	162,874	154,700	173,410
Cuba.. . . .	4,027	1,590	1,688	2,439	4,786
United States.. . . .	5,613,934	6,911,691	8,705,449	8,724,891	20,083,989
Mexico.. . . .	1,183	134,207	149,007	19,128	277,432
Newfoundland.. . . .	439,839	409,712	382,100	725,599	915,430
American possessions.. . . .	.....	5,028	3,597	.....	—
South America—					
Argentina.. . . .	2,514,105	2,403,549	2,913,305	4,227,539	4,491,169
Bolivia.. . . .	2,249	39	.....	.....	5,227
Chile.. . . .	23,472	2,535	10,236	26,830	43,411
Colombia.. . . .	129	.....	.....	.....	—
Ecuador.. . . .	.....	.....	.....	.....	160
Paraguay.. . . .	38,449	23,976	27,710	2,038	7,663
Peru.. . . .	115	97	1,226	1,180	417
Uruguay.. . . .	827,777	258,896	344,827	1,102,423	652,055
Venezuela.. . . .	.....	.....	55	.....	—
Asia—					
China.. . . .	20,314	19,233	14,248	12,077	11,714
British India.. . . .	291,648	388,202	296,144	416,575	1,400,371
Japan.. . . .	22,277	7,084	29,401	105,898	399,350
Turkey in Asia.. . . .	5,094	213	324	.....	—
Africa—					
Belgian possession.. . . .	.....	.....	.....	1,636	—
British possession.. . . .	25,516	19,963	24,960	.....	19,339
French possession.. . . .	.....	2,095	2,067	560	6,668
Spanish possession.. . . .	.....	.....	123	.....	—
Portuguese possession.. . . .	.....	2,628	1,862	205	6,130
Other Africa.. . . .	73,297	14,857	16,135	.....	—
Oceania—					
New Zealand.. . . .	6,193	6,169	.....	.....	—
Dutch possessions.. . . .	.....	13,186	5,172	.....	—
Recapitulation—					
Europe.. . . .	24,924,148	7,289,150	6,667,588	7,572,188	9,247,945
North and Central America.. . . .	6,197,423	7,648,654	9,404,715	9,626,757	21,455,047
South America.. . . .	3,406,296	2,689,092	3,297,359	5,360,010	5,200,102
Asia.. . . .	339,333	414,750	339,117	534,550	1,811,435
Africa.. . . .	98,813	39,543	45,147	2,401	32,137
Oceania.. . . .	6,193	19,345	5,172	.....	—
Grand total of imports.. . . .	£34,972,206	£18,100,534	£19,759,098	£23,095,906	£37,746,666

* Since 1918, countries from which the consignments came.

EXPORTS OF BRAZILIAN MERCHANDISE BY COUNTRIES, JANUARY TO JUNE, 1919.

Countries of Destination.	Value F.O.B. in Brazil.		Equivalent in Pounds Sterling.		
	1913.	1916.	1917.	1918.	1919.
Europe—					
Belgium.. . . .	£ 560,340	.....	.....	.....	£ 2,211,975
Bulgaria.. . . .	2,126	.....	.....	.....	1,983
Crete.. . . .	1,335	.....	.....	.....	—
Denmark.. . . .	64,124	£ 297,579	£ 95,127	£ 14	1,540,615
France.. . . .	2,850,711	3,511,978	3,999,457	1,899,209	17,181,856
Gibraltar.. . . .	15,248	12,210	3,887	30,495	133,472
United Kingdom.. . . .	4,761,635	3,078,144	4,574,441	2,944,523	4,870,604
Greece.. . . .	8,011	4,700	.....	2,637	369,815
Spain.. . . .	141,644	204,476	238,715	243,188	1,418,206
Netherlands.. . . .	1,147,140	1,044,053	140,832	.....	642,183
Italy.. . . .	380,271	1,598,243	2,691,286	3,441,161	2,336,472
Malta.. . . .	4,279	5,807	.....	.....	5,949
Norway.. . . .	37,486	288,686	96,495	99,159	574,246
Ports of United King- dom (to order)	271,837	26,870	21,924	766,210	678,388
Portugal.. . . .	166,280	88,347	99,593	106,512	317,529
Roumania.. . . .	4,481	.....	.....	.....	3,966
Russia in Europe	33,124	.....	.....	.....	321,200
Sweden.. . . .	190,599	1,402,672	61,013	13,924	1,343,535
Switzerland.. . . .	.....	.....	98	.....	—
Turkey in Europe.. . . .	65,899	.....	.....	.....	7,932
Germany.. . . .	4,075,720	.....	.....	.....	—
Austria-Hungary.. . . .	988,343	.....	.....	.....	252,574
North and Central America—					
Barbados.. . . .	.....	.....	.....	3,474	—
Canada.. . . .	23,674	1,912	.....	.....	—
Cuba.. . . .	.....	32,173	63,622	66,564	115,291
United States.. . . .	9,250,264	10,690,748	14,635,838	11,468,000	21,280,892
Porto Rico.. . . .	.....	.....	3,518	.....	—
Trinidad.. . . .	1,253	5	1,047	.....	—
South America—					
Argentina.. . . .	1,398,436	1,600,557	1,874,672	2,639,439	2,121,793
Bolivia.. . . .	7	389	2,223	1,324	—
Chile.. . . .	103,098	110,334	82,915	98,531	65,929
Colombia.. . . .	.....	.....	162	.....	—
French Guiana .. . . .	.....	.....	.....	33,415	5,416
Paraguay.. . . .	11,613	2,423	106	15,142	52
Peru.. . . .	3,490	1,087	4,681	3,366	2,509
Uruguay.. . . .	593,111	733,395	1,256,754	3,304,770	2,801,293
Asia—					
China.. . . .	633	.....	15	.....	220
Cyprus.. . . .	.....	240	.....	.....	—
Indo-China.. . . .	1,198	.....	.....	.....	17
Japan.. . . .	2,919	.....	13,945	13,482	50
Russia in Asia.. . . .	.....	.....	15,599	.....	22,891
Straits Settlements .. . . .	.....	.....	538	.....	—
Turkey in Asia.. . . .	65,801	.....	.....	.....	23,073
Africa—					
Algeria.. . . .	123,535	23,045	68,298	.....	165,060
Cape Verde .. . . .	.....	.....	2,475	17,095	2,616
Canary Island.. . . .	9,184	3,794	7,760	.....	16,259
Ceuta.. . . .	.....	.....	1,772	.....	—
Cape of Good Hope.. . . .	189,608	238,715	333,542	206,563	83,962
Egypt.. . . .	14,429	40,177	144,612	174,769	198,208
Gambia.. . . .	.....	.....	.....	2,589	—
Portuguese Guinea .. . . .	.....	.....	1,950	4,937	—
Madeira Islands.. . . .	86	.....	.....	.....	—
Delagoa Bay.. . . .	4,362	7,537	25,509	.....	—
Marrocco.. . . .	6,207	748	.....	.....	—
Mellila.. . . .	3,717	6,000	3,145	.....	—
Senegal.. . . .	772	498	.....	8,104	10,037
Tunis.. . . .	7,639	2,244	.....	.....	—
Recapitulation—					
Europe.. . . .	15,770,643	11,563,765	12,022,868	9,547,032	34,212,500
North and Central America.. . . .	9,275,191	10,724,838	14,704,025	11,538,038	21,396,183
South America	2,109,755	2,448,185	3,221,513	6,095,987	4,996,992
Asia.. . . .	70,551	240	30,097	13,482	46,251
Africa.. . . .	359,539	322,758	589,063	414,057	476,142
Grand total of exports..	£27,585,679	£25,059,786	£30,567,566	£27,608,596	£61,128,068

IMPORTS OF BRAZILIAN MERCHANDISE, JANUARY TO JUNE, 1919.

Groups of Merchandise.	Unit.	Quantity.					Value C.I.F. in Brazil. Equivalent in £ 1,000.					
		1913.	1916.	1917.	1918.	1919.	†1913.	1916.	1917.	1918.	1919.	
Class I—												
Live stock :												
†Horses and mares.....	Head.	1,731	151	160	559	328	45	11	11	19	26	
†Bovine	"	23,822	1,932	1,190	16,592	12,249	92	20	8	108	172	
†Sundry	"						40	12	8	25	28	
Total, Class I.	"						177	43	27	152	226	
Class II—												
Raw materials and articles for use in arts and industries ..												
Cotton	Ton.	1,757	5,704	1,142	876	715	341	676	370	455	564	
Hair, fur and feathers.	"	76	81	39	80	56	61	61	44	97	138	
Hemp	"		1,215	570	261	205		85	66	41	45	
Cane, bamboo, rush, rattan, osier and similar articles.	"	174	76	137	148	146	10	9	18	13	33	
Lead, tin, zinc and alloys.	"	3,769	1,110	722	1,478	2,243	133	65	57	110	236	
Copper and alloys	"	1,278	260	196	376	988	107	34	41	77	163	
Animal residues	"	698	760	146	1,829	126	39	43	15	156	19	
Iron and steel	"	45,177	8,610	10,858	4,385	20,267	441	144	274	195	695	
Jute	"	11,545	12,453	7,904	6,950	18,158	429	535	357	487	1,395	
Wool	"	1,059	349	839	335	194	271	76	269	184	170	
Linon	"	139	53	73	29	43	20	15	27	8	20	
Lumber and timber.	"	97,110	6,815	7,005	10,309	6,205	503	88	94	299	196	
Substances for the manufacture of perfumery, dyes, paints, etc.	"	11,104	7,221	6,854	6,743	8,740	367	273	511	500	768	
Metalloids and other metals	"	1,301	2,327	1,063	3,271	1,072	17	42	34	102	77	
Gold, silver and platinum	Gram.	10,472,133	81,343	72,249	20,312	70,482	46	2	2	2	1	
Straw, broom, grass, coifibre, pita, piassava and other fibrous materials.	Ton.	560	630	481	340	490	39	35	28	21	46	
Plants, leaves, flowers, fruits, berries, seeds, roots, barks, etc.	"	12,700	7,039	7,443	3,377	5,186	366	221	273	218	373	
Stones, earths and other similar minerals	"											
†Coal	"	1,648,202	671,545	427,650	340,827	665,798	3,534	2,003	2,240	2,440	4,182	
†Cement	"	1,225,132	536,499	385,068	284,908	563,167	2,174	1,972	1,885	1,895	3,047	
†Gold	"	257,167	72,236	34,783	38,780	78,098	824	344	223	418	883	
†Silk	"	806	573	412	474	647	552	440	468	435	997	
†Skins and hides	"	40	39	35	55	57	58	61	80	137	188	
†Vegetable extracts	"	12,070	10,806	8,072	6,941	5,922	272	265	202	202	338	
†Resin	"	9,836	9,849	7,538	6,651	5,435	170	194	159	160	222	
Total, Class II.	"	1,849,566	737,666	481,641	389,084	737,258	7,606	5,760	5,470	6,239	10,644	

IMPORTS OF BRAZILIAN MERCHANDISE, JANUARY TO JUNE, 1919—Continued.

Groups of Merchandise.	Unit.	Quantity.					Value C.I.F. in Brazil. Equivalent in £ 1,000.				
		1913.	1916.	1917.	1918.	1919.	1913.	1916.	1917.	1918.	1919.
Class III— Manufactured articles—											
Cotton.....	Ton.	6,829	2,811	2,552	2,923	2,517	2,037	19,977	21,179	1,913	2,051
† Piece-goods.....	"	3,182	1,257	1,051	1,057	1,168	822	445	505	678	918
Aluminium.....	"	17	3	64	4	91	5	1	16	3	18
Arms and ammunition (hunting and war).....	"	1,281	429	368	251	525	391	104	117	108	210
Rubber.....	"	614	551	469	431	665	196	166	168	164	270
Hair, furs and feathers.....	"	16	44	30	43	46	35	17	17	27	49
Hemp.....	"	.....	154	145	275	324	.....	12	15	35	49
Cane, bamboo, rush, rattan, osier and similar articles.....	"	30	5	10	5	2	5	1	2	1	1
Carrriages and other vehicles.....	"	50,900	612	1,297	1,922	3,915	2,003	66	126	211	469
† Motor cars.....	Unity.	2,261	215	565	807	1,630	656	39	94	153	337
Lead, tin, zinc and alloys.....	Ton.	1,587	40	39	45	65	71	8	12	23	33
Copper and alloys.....	"	3,735	880	967	1,237	2,275	443	134	222	286	499
Iron and steel.....	"	299,110	43,090	36,957	22,206	64,454	5,198	1,058	1,421	1,423	3,575
† Wire.....	"	30,470	15,274	14,642	6,631	24,406	370	315	419	273	885
† Tin plate in sheets.....	"	10,839	7,763	6,967	5,129	12,736	219	194	269	348	715
Musical instruments.....	"	637	94	111	79	110	148	26	35	35	53
Surgical and dental instruments and articles.....	"	178	94	74	44	103	66	46	48	35	88
Mathematical, physical and optical instruments and articles.....	"	.....	25	26	23	46	61	16	15	16	41
Wool.....	"	1,253	214	289	316	244	459	121	199	376	359
† Piece-goods.....	"	825	143	230	233	170	344	100	168	321	292
Linen.....	"	920	321	227	231	158	208	103	95	155	111
† Piece-goods.....	"	698	255	161	194	95	170	90	81	139	85
Jute.....	"	521	39	124	38	43	46	4	9	6	6
Earthenware, porcelain, glass and crystal.....	"	14,877	3,965	3,591	3,563	4,554	574	191	237	314	465
Machinery, apparatus, utensils and tools	"	65,501	8,932	13,699	12,105	22,342	3,761	738	1,318	1,513	3,328
Wood.....	"	2,005	574	664	516	609	212	64	70	75	118
Ivory, mother of pearl, tortoise shell and other animal products.....	"	18	5	2	2	1	5	2	1	2	2
Nickel.....	"	4	1	3	5	11	2	1	1	2	7
Gold, silver and platinum.....	Gram.	2,531,533	1,264,228	1,549,636	1,879,696	2,152,519	34	13	16	21	26
Straw, esparto, grass, broom, coir fibre, piassava and similar fibres.....	Ton.	1,132	184	118	133	126	65	27	38	67	101

Paper and articles of paper	24,850	19,534	14,824	11,650	38,106	730	568	796	710	2,091
† Printing paper	15,060	14,109	10,623	8,418	21,944	243	281	405	323	941
Stones, earths and similar minerals	51,615	3,029	3,472	3,613	3,494	337	44	50	82	108
Skins and leather	268	111	87	78	100	188	73	78	71	104
Perfumery, dyes, paints, etc.	2,442	1,232	1,237	891	1,672	285	161	194	190	370
Chemical products, drugs, and pharmaceutical specialties	20,925	11,979	10,910	11,472	14,403	744	768	783	882	1,489
† Caustic soda	3,896	4,593	3,476	2,055	5,045	53	139	94	98	217
Silk	34	24	2	30	46	93	49	59	98	222
† Piece-goods	19	10	11	15	29	30	20	25	42	130
Sundry articles	79,942	126,810	106,300	35,835	165,171	2,185	1,432	1,843	1,240	3,325
† Gasoline	12,428	10,355	8,013	4,559	8,294	220	221	222	154	330
† Kerosene	53,205	47,498	47,442	19,449	53,883	474	490	703	388	1,306
† Mineral fuel oil	152	57,495	41,851	4,467	83,775	1	148	177	41	308
Total, Class III	631,201	225,847	198,743	109,962	326,218	19,587	6,991	9,180	10,084	19,638
Class IV—										
Foodstuffs and fodder :										
Drinks	45,334	23,791	16,186	12,176	9,388	1,775	898	681	695	866
† Table wines	39,435	20,959	14,116	10,472	8,188	1,209	641	465	442	609
† Grain and flour	313,358	238,250	182,250	217,384	215,949	2,917	2,928	3,178	4,311	4,429
† Wheat flour	92,177	65,047	42,949	68,020	82,560	1,144	991	1,042	1,431	2,146
† Wheat	203,196	189,515	138,329	148,078	129,122	1,503	1,847	2,102	2,847	2,200
Preserves and extracts	41,298	17,432	14,589	15,304	12,885	1,715	826	759	1,069	1,283
† Cod-fish	26,964	14,762	12,551	13,413	11,633	891	638	616	901	1,116
Fruits and nuts	2,727	1,235	1,410	2,364	1,882	129	63	70	135	139
Green and dried vegetables	188	127	46	111	1	9	7	4	8	.....
Milk and its products	3,947	1,482	693	531	696	396	133	74	67	105
† Condensed milk	2,112	1,085	602	510	689	154	81	56	62	103
Sundries	48,241	28,528	27,547	29,906	37,150	537	422	301	313	405
† Olive oil	2,156	1,992	692	57	504	202	173	73	13	97
† Salt (except table salt)	2,135	22,006	24,765	28,289	33,239	77	79	102	154	106
Fodder	11,995	4,894	1,822	3,380	1,215	63	30	15	23	11
Total, Class IV	467,088	335,697	244,543	281,156	279,166	7,602	5,307	5,082	6,621	7,289
Grand total of imports	3,003,827	1,312,722	927,733	806,545	1,353,551	34,972	18,101	19,759	23,096	37,747

†The quantities and values of these goods are also included in the totals of their respective groups.

*Comparison is with 1913, the last year prior to the outbreak of the war. The figures referring to the year 1919 are provisional.

VALUE OF CERTAIN FOREIGN CURRENCIES FOR CUSTOMS PURPOSES.

By an order, approved by His Excellency the Governor General in Council on the 5th November, 1919, under the provisions of section 59 of the Customs Act, it is ordered that the Order in Council, bearing date January 30, 1918, be amended and the value of certain foreign currencies for customs purposes is declared to be, from the 1st November, 1919, until further proclaimed, as under (*vide* Memorandum Customs 2351-B).

Country.	Standard.	Monetary Unit.	Value of Currency for Duty purposes as ordered and proclaimed. (Rate in Canadian Currency.)
			\$
Guatemala.....	Silver.....	Peso.....	8078
Honduras.....	Silver.....	Peso.....	8078
Salvador.....	Silver.....	Peso.....	8078
China.....	Silver.....	Tael.....	
		Amoy.....	1.3236
		Canton.....	1.3196
		Cheefoo.....	1.2659
		Chin Kiang.....	1.2930
		Fuchau.....	1.2243
		Haikwan (customs).....	1.3468
		Hankow.....	1.2384
		Kiaochow.....	1.2826
		Nankin.....	1.3098
		Niuchwang.....	1.2412
		Ningpo.....	1.2726
		Peking.....	1.2904
		Shanghai.....	1.2090
		Swatow.....	1.2227
		Takau.....	1.3320
		Tientsin.....	1.2826
China.....	Silver.....	Dollar.....	
		Yuan.....	8673
		Hong Kong.....	8705
		British.....	8705
		Mexican.....	8769
Paraguay.....	Silver.....	Peso.....	9648
Persia.....	Silver.....	Kran.....	1487

THE PORT OF NAGASAKI, JAPAN.

Nagasaki, Japan, the capital city of the province of Hizen, and one of the principal and deepest seaports on the west coast of the island of Kiushiu, is located at the end of a long, narrow bay and beautifully surrounded by hills on each side. Population, 188,000. The harbour is large and commodious and perfectly sheltered, with a depth at the entrance to the outer harbour of 22 fathoms and a minimum depth inside of 7 fathoms. There are large shipbuilding yards and graving docks. The imports include rice, bones, oilcakes, raw cotton, metals, machinery, and kerosene, and the exports coal, cuttlefish, dried fish, and paper.

Among the shipping lines which made Nagasaki a port of call are the Canadian Pacific Ocean Service, Limited, running from Vancouver, and the Nippon Yusen Kaisha, which connects with Victoria, B.C.

The illustration on the front page of this week's number of the *Weekly Bulletin* gives a distant view of the harbour.

BUSINESS CONDITIONS IN ARGENTINA.

The following is a continuation of the report of Messrs. Ernesto Tornquist & Co., the well-known Argentina bankers, dated July 31, the first part of which was published in the last issue of the *Weekly Bulletin*:—

WOOL.

The forecast contained in our last report, stating that it appeared rather difficult that the whole stock at the Central Produce Market would be disposed of before the arrival of the new clip, has proved to be correct so far. There remain to-day about 20,000,000 kilogrammes, of which, from 6,000,000 to 8,000,000 kilogrammes are said to be sold. Since the beginning of this month, however, a greater activity is prevailing in transactions of all classes of wools whereon a general increase in prices of about 10 per cent has taken place.

We give below the destinations of shipments corresponding to the present wool season, *i.e.*, from October 1, 1918 up to July 31, 1919, compared with those of the entire wool seasons of 1915-16, 1916-17 and 1917-18 (all figures in bales):—

To—	Entire Wool Season, 1915-16.	Entire Wool Season, 1916-17.	Entire Wool Season, 1917-18.	From October 1, 1918 to July 31, 1919.
United States.. . . .	152,598	225,467	209,528	93,920
Italy...	41,491	32,286	21,835	13,890
France...	33,220	37,505	23,834	35,650
Spain...	7,002	3,637	9,108	2,840
United Kingdom...	31,894	33,988	6,226	13,750
Holland...	11,697	7,517	150	7,270
Various countries (including Belgium), with 7,190 bales in 1918-19...	21,305	9,222	17,370	20,560
In all...	299,207	349,622	288,051	187,880

HIDES AND SKINS.

We give below the quantities of hides and skins exported during the whole year 1918 as compared with 1917, the latest data now obtainable (all figures in tons):—

—	Salted ox hides.	Dry ox hides.	Salted horse hides.	Dry horse hides.	Unwashed sheepskins	Goat and kid skins.	Nutria (Beaver) skins.
1918	81,500	16,300	610	1,542	5,764	1,485	339
1917	76,200	19,300	1,026	2,925	11,300	1,904	805

The total value of said shipments has been as follows (all figures in gold \$):—

—	Salted ox hides.	Dry ox hides.	Salted horse hides.	Dry horse hides.	Unwashed sheepskins	Goat and kid skins.	Nutria (Beaver) skins.
1918.....	36,608,700	11,327,900	86,000	600,800	3,523,100	1,498,800	804,700
1917.....	40,538,200	14,869,600	256,900	1,211,800	6,912,500	3,220,700	999,900

Since the beginning of this year, a good demand exists for the mentioned products; prices continue well maintained, especially ox and horse hides which have recently experienced a further rise in price.

MEAT.

The great meat demand from abroad during the war and the increased activities of the Argentine freezing and canning works, whose exports during 1918 were nearly twice as large as in pre-war times, have occasioned here a tardy but important rise in prices. While in June, 1918, cattle for freezing purposes were bought at 21 centavos paper per pound, the price rose in July to 24 centavos, to 28 in August, to 32 in September and at the end of July, 1919, remains at about 34 centavos paper. Meat for canning purposes also participated somewhat in these advances.

Due to a very efficient purchasing organization, the upward movement in meat prices of about 50 per cent was only really felt here towards the end of the war, so that during the years of greatest need in Europe, Argentina sold its meat production at comparatively low prices.

The shipments of frozen and chilled meat from Argentina and Uruguay, during the first six months of the years 1913-1919, have been as follows:—

First Six Months of—	Carcasses of Frozen Sheep and Lambs.	Quarters of Frozen Beef.	Quarters of Chilled Beef.
1919.. .. .	1,177,600	3,229,800	50,000
1918.. .. .	586,600	3,064,100	21,300
1917.. .. .	992,100	2,660,500	377,000
1916.. .. .	1,122,200	2,697,100	469,000
1915.. .. .	836,000	1,917,500	772,000
1914.. .. .	1,631,400	761,300	2,219,900
1913.. .. .	1,480,000	978,500	1,384,100

SUGAR.

The sugar harvest commenced by all the mills in May last, is now well advanced; notwithstanding more than the half of the cane available is still standing, so that the harvest may last until November.

As the dreaded frosts, which caused so much damage to the harvests of the last four years, did not occur, the total production of the country can already be estimated for this year at 250,000 tons of sugar as a minimum, of which Tucuman will contribute 200,000 tons and the other provinces 50,000 tons.

To these 250,000 tons, about 45,000 tons have to be added which remained over from the imports free of duties authorized by the National Government, so that the country will have available some 295,000 tons of sugar for the current industrial year, *i.e.* from May last to June next. In view of the fact that the internal consumption of the country will thus be exceeded by 80,000 to 90,000 tons, a reduction in prices may take place after the completion of the harvest, and the necessity may also arise for sugar manufacturers to have recourse to exportation of part of the excess.*

The replacement of the "cana criolla" lost through gradual degeneration, by "Java cane," has proved to be quite a success and it is believed that the big financial sacrifices incurred by that change may thus be compensated. In the province of Tucuman alone, more than 60,000 hectares of "Java cane" exist which, together with about 6,000 hectares of "cana criolla" still cultivated there, will in the present harvest yield some 3,000,000 tons of sugar cane.

*At the moment this report is being printed, Government by means of a Decree dated 8th of August, 1919, has prohibited the export of sugar until further notice with the view of provoking a reduction in prices.

We give below figures of exports of the principal cereals from January 1, 1919, to June 30 last, as compared with the same periods of 1915, 1916, 1917 and 1918.

First Six Months of—	Maize. Tons.	Linseed. Tons.	Wheat. Tons.	Oats. Tons.	Bran. Tons.
1915..	1,517,300	602,800	2,278,300	477,700	44,700
1916..	1,023,100	397,500	1,380,000	398,600	4,500
1917..	646,200	44,000	743,500	199,600	1,300
1918..	195,800	246,600	1,531,300	191,800	500
1919..	856,800	222,400	838,200	109,300	—

MILK AND ITS SUBPRODUCTS.

In our report No. 143 we gave on pages 18 and 21 the export figures corresponding to the first 11 months of 1918 for butter, and the first 6 months of 1918 for cheese.

We now give them hereafter for the whole year 1918 compared with those of 1913 and the statistics given below fully demonstrate the enormous development acquired by the dairy industry during the last few years.

	1913.	1918.	Value in Paper \$.
Butter.. . . . .kilos.	3,800,000	15,274,000	30,000,000
Cheese.."	7,300	6,431,000	5,222,000
Casin.."	3,400,000	3,564,000*	1,506,000
With a value of paper, \$6,600,000.		paper \$	<u>36,728,000</u>

* Owing to the fact that the import of this commodity was prohibited in the United States as from July, 1918 (that country being practically the only customer for said product), the figure given only represents the export quantity for the first half of 1918. The prohibition has been removed since March, 1919.

In order to produce the above mentioned quantities exported in 1918, some 700,000,000 litres of milk had to be used, which—taking into account the normal yields—represent the annual capacity of some 450,000 milch cows.

During the first half of 1919 the export of butter reached a total of 12,400 tons, against 9,225 tons in the same period of the previous year.

PROSPECTS FOR TRADE WITH CZECHO-SLOVAKIA.

There is prospect for important trade developments between Canada and the new Republic of Czecho-Slovakia. A letter from the Board of Trade and Commerce of Prague to a Canadian firm of exporters advises that the new Republic must import flour, grain, condensed milk, fats, oils, conserved and canned food, metals and ores, technical and medical rubber goods, paints, varnishes, chemicals, drugs and medicines. The Chief export of Czecho-Slovakia is sugar, then lumber, glass, china goods, notions, basket or wicker goods, laces and embroideries, and various other articles formerly obtained from Austria. The new Republic will contain the greater part of the industries of the Austro-Hungarian Empire and will have a population of about 12,000,000. Czecho-Slovakia has import restrictions on several commodities. The list is being revised from week to week, and exporters should see that the importer looks after this matter. The Canadian Trade Commission advises that there is no export restriction to Czecho-Slovakia except on the few commodities under license to all countries.

GAS STOVES USED IN VALPARAISO, CHILE.

(Consul Carl F. Deichman, Valparaiso, in United States Commerce Reports.)

The most popular brand of gas stove in Valparaiso is one manufactured by a Chicago company, and a close second in popularity is the product of a New York factory. An American water heater is also the most popular in its line. Other American makes of gas ranges and water heaters are found in the local market.

The most popular American gas stove retails in Valparaiso at from \$66 to \$102 United States currency, according to model, all with four burners. A still larger model with four large burners, one small and one oven, sells for about \$190. Another American range with four large and one small burners and two ovens brings about \$131. Another American make provides a small range with three burners at \$40 and a larger with four burners at \$86. British competitors of the above sell at lower prices. One which is not widely used is priced at \$87, while another with three burners and an oven sells at \$49. The same, with a small stove and oven, costs \$25.

Water heaters for bathrooms, made by an American company, sell at \$60, while an automatic heater retails at \$130. Other American appliances of this kind sell at about \$55. In this line there is competition from a number of British makes and one French. The latter, of a fancy design and made largely of copper, retails at \$109.50. The various British makes range from \$77 down to \$31.

Gas heaters for heating rooms have also been introduced here, but do not seem to meet with favour. Recently a trial order has been placed for American gas-heating stoves, and it is hoped to increase their use by the public. Oil stoves for heating have been still less successful.

A certain handicap has been put on the local sale of gas and oil stoves by the fact that their packing by the shippers has not always been of the best. Three firms in Valparaiso make a specialty of gas stoves and ranges, and all three handle the American as well as the British makes.

NEW ZEALAND: PROPOSED SURTAX ON THE IMPORTATION OF LATE ENEMY GOODS.

(British Board of Trade Journal.)

The Board of Trade have received through the Colonial Office copy of a telegram from the Governor General of New Zealand, stating that the Dominion Government proposes to levy a special surtax on the entry of nearly all classes of late enemy goods, under the authority of section 28 of the New Zealand Finance Act, 1915.

Under this section it is provided that the Governor may at any time, by Order in Council, direct that on the importation into New Zealand of any goods specified in such order, or of any goods of a class specified in such order, being the produce or manufacture of any country at war with His Majesty, there shall be imposed, in addition to the duties (if any) imposed by the Customs Duties Act, 1908, or by this Act, an *ad valorem* duty by way of surtax of 50 per centum.

It is also stated in the telegram above referred to that an amendment to the above section is being proposed, enabling a surtax of less than 50 per cent being imposed, but that the surtax will be heavy.

INTERESTING THE WORKMAN IN HIS WORK.

(United States Trade Commissioner Leonard B. Gary, in United States Commerce Reports.)

Leaders of industry in Great Britain are awakening to the need for closer co-operation between workers and the management if production is to be increased. The more progressive of them realize that for the past five years all the workers have been under tension and, as a consequence, are physically tired. They also realize that with the present complex industrial organization, in which one man is confined to performing one certain operation in the output of a manufactured article, his work becomes monotonous and there is need to relieve this monotony as far as possible.

As one British manufacturer expressed it, "We must try to cultivate the personal touch between those who direct and those who perform the work in each of the industries." As industry is now organized, with its thousands of men, the heads of the industry can not be personally known to each of the workers. This manufacturer, who employs 10,000 workers, has conceived the plan of meeting the men at their different trade unions and talking to them, finding out just what difficulties they have to encounter and how their work could be made more interesting. One of his schemes for accomplishing the latter is by motion pictures. As he is a woollen manufacturer, his idea is to show every step in the manufacture of woollens from the time the wool is clipped until it eventually reaches the hands of the consumer. With this idea in view, he intends to have motion pictures made of the combing, the sorting, the scouring, the spinning of the yarn, the weaving, the dyeing, the packing, the shipping, the wholesale methods, the retail methods, and to show the consumer actually making the purchase and later the purchaser wearing the garment made from the woollens. As his company does a world-wide business, these motion pictures will depict scenes in many foreign lands.

The pictures are to be shown only for the benefit of the workers, and this manufacturer believes that this will do much to create a spirit of co-operation within the factory and to increase the interest of each man in his work. Each individual worker, he thinks, will visualize the complete process that must be gone through before the finished article can be placed on the market and, by so doing, will lighten the strain of the monotony of his particular task, and the added interest in his work will tend to make him a better workman.

CUBAN MARKET CONDITIONS.

The following report of prices ruling on the Havana Produce Exchange for the week ending November 6, 1919, has been furnished by Mr. Enrique R. Margarit, S. en C., 66 San Ignacis street, Havana:—

FISH IN DRUMS.

Importation 100 drums. Demand for fish of every description is poor, due principally to the weather which is very warm and wet, and although arrivals are small prices do not improve. We quote from 14 to 14½ for codfish and haddock and 11 cents for hake.

FISH IN CASES.

Importation 3,354 cases. Demand has not bettered during the week for the above mentioned reasons. We quote black nape from \$13 to \$18 and white nape from \$18 to \$22.

CHEESE.

Market for this article remains unchanged and prices are from 23 to 65 cents per pound, the one coming from United States and the other manufactured in Cuba. The type which looks like Gouda cheese continues to be sold from 34 to 36 cents per pound.

HERRINGS.

No arrivals in the week and prices are from \$1.50 to \$2 box of bloaters.

POTATOES.

Importation, 9,631 bags and 10,711 barrels. The tuber is in good demand, and prices are firm. We quote in bags of the one coming from United States at $4\frac{1}{2}$ cents, and in barrels from Canada and United States from $9\frac{1}{4}$ to $9\frac{1}{2}$ cents.

EXCHANGES.

New York sight from $\frac{3}{8}$ to $\frac{3}{4}$ per cent premium.

London sight from \$4.18 to \$4.19 per £.

IMPORTANCE OF TRADE MARK REGISTRATION.

An instructive pamphlet has recently been issued by a New York attorney, who has made a study of the trade marks situation, says the *British Board of Trade Journal*. He states that American manufacturers and traders must, for safety, seek carefully to observe certain rules if they wish to succeed in the export business. These rules are outlined as follows (and the advice given might be accepted by British and Canadian firms):—

(1) They must register each and every trade mark used by them upon their goods, in their own name, and in every country in which the goods are sold.

(2) Register the trade marks before the goods are shipped abroad, and, if possible, before the marks are advertised in trade journals, which will reach foreign countries.

(3) Where the same mark is used, or likely to be used, upon different articles of the same general class, make certain that the registration covers all such articles.

(4) Where the same mark is used upon articles which are found in different classes, effect a separate registration for each distinct class.

The dangers of piracy, he states, may be classified as follows:—

1. *Actual Piracy*.—The registration by a foreigner of an unprotected, well-known, and valuable trade mark, to the prejudice of the real owner who has neglected to protect his property. There are a great number of instances of this nature, and in most cases the real owner has been obliged to cease using his own mark in such country, or acquire the right to the use thereof from the registrant.

2. *Imitation and Counterfeiting*.—A trade-mark owner who neglects to register his marks abroad frequently finds his market flooded with inferior goods bearing imitations or counterfeits of his name or marks.

3. *Registration in Name of Local Agents*.—This is a frequent cause of trouble and expense in cases where disagreements have arisen, or new agents have been selected, as the mark is the property of the agent in whose name it was registered.

4. *Registration of Marks*.—Owners who allow the term for which a registration has been effected to expire without procuring a registration, sometimes find that an unscrupulous trader has stepped in and secured the registration of the mark in his own name. This occasions serious loss in cases where marks have become well known and valuable through long use.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending November 7, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	135,687	46,361	74,193	...	54,739	310,980
Empire Elevator Co.	168,735	190,920	79,758	23,332	14,999	477,744
Consolidated Elevator Co.	411,298	112,229	52,301	47,286	23,252	646,366
Ogilvie Flour Mills Co.	355,771	135,697	87,736	...	27,545	606,749
Western Terminal Elevator Co.	140,314	79,374	12,764	31,873	5,654	269,979
G. T. Pacific.	227,504	341,410	35,801	19,729	15,489	639,533
Grain Growers' Grain Co.	125,917	439,603	165,406	...	50,656	780,982
Fort William Elevator Co.	177,997	368,664	53,973	18,674	26,825	646,133
Eastern Terminal Elevator Co. ....	...	...	Closed.	...	...	...
Northwestern Elevator Co.	320,524	31,229	23,891	43	4,659	380,346
Port Arthur—						
Port Arthur Elevator Co.	376,120	316,859	92,712	32	60,208	845,931
Sask. Co-op. Elev. Co.	386,136	311,360	29,177	16,791	9,009	752,473
Can. Govt. Elev.	37,874	63,679	13,568	40,312	14,483	169,917
Thunder Bay.	193,078	383,669	82,081	5,954	16,788	681,570
Davidson & Smith.	40,681	69,011	9,199	...	7,229	126,120
Eastern-Richardson.	185,566	127,303	14,659	5,445	11,441	344,414
Vancouver Can. Govt. Elevator.	2,649	28,413	1,385	...	...	32,447
Total Public terminal elevators ...	3,285,851	3,045,781	828,604	209,472	342,376	7,712,084
Saskatoon Can. Government Elevator..	468,040	275,840	1,538	...	...	745,418
Moosejaw Can. Government Elevator..	336,885	162,295	6,056	848	1,270	511,203
Calgary Can. Government Elevator....	997,661	178,556	8,711	113	5,617	1,190,658
North Transcona, C.P.R. ....	...	...	None in store.	...	...	...
Total interior terminal elevators	1,802,586	616,691	16,305	961	10,736	2,447,279
Depot Harbour.	192,665	...	...	...	...	192,665
Midland—						
Aberdeen Elevator Co. ....	...	...	Not reported.	...	...	...
Midland Elevator Co.	374,503	204,303	47,236	...	...	626,042
Tiffin, G. T. P.	1,585,602	...	...	...	...	1,585,602
Port McNicoll.	2,143,563	158,257	...	...	...	2,301,820
Collingwood. ....	...	...	...	...	...	...
Goderich—						
Elevator & Transit Co.	262,869	199,045	...	...	...	461,914
Western Canada Flour Mills Co., Ltd.	367,555	...	...	...	...	367,555
Toronto—						
Campbell Flour Mills Co.	102,183	40,832	...	...	...	143,015
Kingston—						
Montreal Transportation Co. ....	...	...	None in store.	...	...	...
Commercial Elevator Co. ....	...	...	...	...	...	...
Port Colborne Dom. Govt. Elevator ...	...	...	...	...	...	...
" Maple Leaf Milling Co., Ltd.	568,746	...	...	...	...	568,746
Prescott. ....	...	...	...	...	...	...
Montreal—						
Harbour Commissioners No. 1.	4,413,065	747,709	302,177	...	51,435	5,514,386
" No. 2. ....	...	...	...	...	...	...
Montreal Warehousing Co.	1,380,716	52,289	40,898	...	...	1,473,903
Ogilvie Flour Mills Co.	493,245	19	...	...	...	493,264
Quebec Harbour Commissioners.	75,022	53,973	...	...	...	128,995
West St. John, N.B., C.P.R.	618,373	...	1,491	...	...	619,864
St. John, N.B., Can. Nat. Rys. ....	...	...	...	...	...	...
Halifax, N.S.	180,340	...	6,400	...	...	186,740
Total public elevators.	12,758,447	1,456,427	398,202	...	51,435	14,664,511
Total quantity in store.	17,846,884	5,118,899	1,243,111	210,433	404,547	24,823,874

+ Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East, for the week ended November 7, 1919.

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		69,267	76,926		146,193
No. 1 Northern.....		554,671	1,073,676	5,734,843	7,362,190
No. 2 ".....		605,704	279,594	2,800,431	3,685,729
No. 3 ".....		409,673	81,577	2,587,792	3,079,042
No. 4 Wheat.....		182,986	5,549	414,429	602,964
No. 4 Special.....				211,287	211,287
No. 5 ".....		74,509	2,841	52,393	129,743
No. 6 ".....		16,248	521		16,769
Other.....		1,372,793	282,902	957,272	2,612,967
Totals.....		3,285,851	1,802,586	12,758,447	17,846,884
Oats—					
No. 1, C.W.....		109			109
No. 2, ".....		724,973	159,480	348,688	1,233,141
No. 3, ".....		778,004	61,084	426,168	1,265,254
Ex. No. 1 Feed.....		45,176	93,263	65,835	204,274
No. 1 Feed.....		160,308	92,353	22,618	275,279
No. 2 ".....		617,702	75,863	225,176	918,741
Other.....		719,509	134,648	367,944	1,222,101
Totals.....		3,045,781	616,691	1,456,427	5,118,899
Barley—					
No. 3, extra C.W.....		710			710
No. 3, C.W.....		140,002	3,003	190,000	333,005
No. 4 ".....		238,917	8,040	113,634	360,591
Feed.....		163,569	847	88,002	257,418
Rejected.....		188,926	1,428	6,566	195,920
Other.....		91,480	2,987		94,467
Totals.....		828,604	16,305	398,202	1,243,111
Flax—					
No. 1, Northwestern Canada.....		194,276	818		195,094
No. 2, C.W.....		8,568			8,568
No. 3, ".....		3,382	4		3,386
Rejected.....			3		3
Other.....		3,246	136		3,382
Totals.....		209,472	961		210,433
Rye—					
No. 1, C.W.....		1,051			1,051
No. 2, ".....		158,206			158,206
No Grade.....		34,056			34,056
Rejected.....		83,208			83,208
Other.....		65,855	6,887	51,435	124,177
Totals.....		342,376	6,887	51,435	400,698
Corn.....			3,849		3,849
Total quantity in store.....		7,712,084	2,447,279	14,664,511	24,823,874

Wheat and other Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East, on November 7, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>November 7th, 1919.</i>			
Terminal Elevators.....	3,285,851	4,426,233	7,712,084
Interior Terminals.....	1,802,586	644,693	2,447,279
Public Elevators in the East.....	12,758,447	1,906,064	14,664,511
Total.....	17,846,884	6,976,990	24,823,874
<i>November 8th, 1918.</i>			
Terminal Elevators.....	13,532,974	4,269,501	17,802,475
Interior Terminals.....	2,533,457	649,384	3,182,841
Public Elevators in the East.....	5,393,098	1,069,200	6,462,298
Total.....	21,459,529	5,988,085	27,447,614
<i>November 9th, 1917.</i>			
Terminal Elevators.....	7,188,113	5,902,771	13,090,884
Interior Terminals.....	327,505	337,779	665,284
Public Elevators in the East.....	12,200,150	974,623	13,174,773
Total.....	19,715,768	7,215,173	26,930,941
<i>November 10th, 1916.</i>			
Terminal Elevators.....	12,286,478	6,988,996	19,275,474
Interior Terminals.....	447,664	113,592	561,256
Public Elevators in the East.....	6,098,926	9,505,746	15,604,672
Total.....	18,833,068	16,608,334	35,441,402
<i>November 12th, 1915.</i>			
Terminal Elevators.....	18,231,048	4,995,255	23,226,303
Interior Terminals.....	220,831	58,183	279,014
Public Elevators in the East.....	5,498,090	1,841,767	7,339,857
Total.....	23,949,969	6,895,205	30,845,174
<i>November 12th, 1914.</i>			
Terminal Elevators.....	8,116,064	3,245,908	11,361,972
Interior Terminals.....	413,244	105,983	519,227
Public Elevators in the East.....	8,673,204	2,306,133	10,979,337
Total.....	17,202,512	5,658,024	22,860,536

Quantity of United States Grain in Store at Public Elevators in the East for the week ended November 7, 1919.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Montreal Warehousing Co.....	59,578					59,578
Harbour Commissioners Nos. 1 and 2.....		2,536			3,410	5,946
Midland Elevator Co.....				49,605		49,605
Tiffin, G.T.P.....	50,922					50,922
	110,500	2,536		292,454	3,410	408,900

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

	Month of October, 1919.	Two Months ended October, 1919.	Two Months ended October, 1918.
	No.	No.	No.
Wheat, Spring—			
One Hard.....	88	124	378
One Hard White Fife.....			—
One Man. Northern.....	6,920	14,303	18,866
Two Man. Northern.....	4,754	8,672	5,465
Three Man. Northern.....	3,097	6,288	4,210
Number Four.....	50	738	2,205
" Five.....	20	230	988
" Six.....	4	46	475
Feed.....	37	49	95
Smutty.....	30	62	170
No Grade.....	2,839	3,853	1,094
Rejected.....	770	1,904	855
Condemned.....		8	—
No Established Grade.....			—
No. 1.....			54
No. 2.....			11
No. 3.....			3
No. 1 Goose }.....		23	24
No. 2 " }.....		1	1
No. 4, Special.....	1,073	1,276	—
No. 5, Special.....	308	387	—
No. 6, Special.....	80	100	—
No. 1, Durum.....	5	10	—
No. 2, Durum.....	10	19	—
No. 3, Durum.....	3	4	—
Total Spring Wheat { Cars.....	20,088	37,597	34,894
{ Bushels.....	35,110,000	46,996,250	42,745,150
Wheat, Winter—			
One A. R. W.....	2	7	5
Two A. R. W.....	1	1	3
Three A. R. W.....			—
Four R. W.....			—
Five Winter.....			—
One White Winter.....	22	22	—
Two ".....	4	4	—
Three ".....			—
Four ".....			—
One Mixed Winter.....			—
Two ".....			—
Three ".....			—
Four White Winter.....			—
No Grade.....	1	1	—
Rejected.....			—
Smutty White Winter.....			—
Total Winter Wheat { Cars.....	30	35	8
{ Bushels.....	37,500	43,750	9,800
Total Wheat..... { Cars.....	20,118	37,632	34,902
{ Bushels.....	25,147,500	47,040,000	42,754,950
Oats—			
Extra No. 1 C.W.....			
Number One Canadian Western.....	3	4	4
" Two ".....	762	1,198	302
" Three ".....	1,047	1,514	402
Extra Number One Feed.....	191	235	152
Number One Feed.....	297	467	225
" Two ".....	645	934	397
Rejected.....	126	193	81
No Grade.....	1,028	1,233	53
Condemned.....			1
Mixed Grain.....	111	172	77
Mixed Grain No. 2.....			—
Total Oats { Cars.....	4,210	5,950	1,694
{ Bushels.....	8,841,000	12,495,000	3,303,300

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

	Month of October, 1919.	Two Months ended October, 1919.	Two Months ended October, 1918.
Barley—	No.	No.	No.
Number Two C.W.	—	—	—
" Three Extra C.W.	3	5	2
" Three C.W.	430	901	1,098
Rejected	133	222	215
No Grade	351	456	120
Condemned	—	—	—
Smutty	—	—	—
Feed	218	403	127
Number Four C.W.	—	—	—
	397	692	490
Total Barley. { Cars	1,532	2,679	2,052
{ Bushels	2,068,200	3,616,650	2,667,600
Flaxseed—			
Number One N. W. Canada	435	415	317
" 2 C. W.	15	15	36
" 3 C. W.	1	5	13
Rejected	1	3	2
No Grade	4	5	1
Condemned	—	—	—
Total Flaxseed. { Cars	356	443	369
{ Bushels	356,000	443,000	405,900
Rye—			
Number No. 1 C. W.	1	7	3
" 2 C. W.	225	480	269
Rejected	71	174	48
No Grade	56	80	42
Feed	—	—	1
Rye. { Cars	353	741	303
{ Bushels	388,300	815,100	303,000
Corn. { Cars	1	1	—
{ Bushels	1,000	1,000	—
Screenings. { Cars	58	119	89
{ Bushels	58,000	119,000	89,000
Buckwheat. { Cars	1	1	—
{ Bushels	1,000	1,000	—
<i>Recapitulation.</i>			
Grain—			
Wheat. { Cars	20,118	37,632	34,902
{ Bushels	25,147,500	47,040,000	42,754,950
Oats. { Cars	4,210	5,950	1,694
{ Bushels	8,841,000	12,495,000	3,303,300
Barley. { Cars	1,532	2,679	2,052
{ Bushels	2,068,200	3,616,650	2,667,600
Flaxseed { Cars	356	443	369
{ Bushels	356,000	443,000	405,900
Rye. { Cars	353	741	303
{ Bushels	388,300	815,100	303,000
Screenings. { Cars	58	119	89
{ Bushels	58,000	119,000	89,000
Corn. { Cars	1	1	—
{ Bushels	1,000	1,000	—
Buckwheat. { Cars	1	1	—
{ Bushels	1,000	1,000	—
Total grain. { Cars	26,629	47,566	39,409
{ Bushels	36,861,000	64,530,750	49,523,750
Canadian Pacific Railway, Winnipeg and other points.	13,716	24,594	21,625
Canadian Northern Railway.	8,645	15,745	12,565
Great Northern Railway, Duluth.	210	340	440
Grand Trunk Pacific.	4,058	6,887	4,779
Total	26,629	47,566	39,409

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Concluded.*

	Increase † Decrease *	% of In- crease.
C.P.R.	† 2,969	
C.N.R.	† 3,180	
G.N.R.	* 100	
G.T.P.	† 2,108	
	† 8,157	20.69

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the two months ended October 31, 1919 and 1918.

		Receipts.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919.....		16,013,726	1,818,832	1,023,840	31,028	219,190	19,106,616	2,477,421
October, 1919.....		19,348,666	4,965,057	1,449,940	229,290	176,965	26,169,918	6,403,202
Total, 2 mos. ending Oct. 1919		35,362,392	6,773,889	2,473,780	260,318	396,155	45,266,534	8,880,623
Total, 2 mos. ending Oct. 1918		27,118,397	917,778	1,642,271	224,895	188,519	30,091,860	2,515,190

		Shipments.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919.....	{ Lake	12,124,172	1,308,751	536,332	.....	66,131	14,035,386	874,008
	{ Rail.	267,513	556,799	194,195	24,318	5,589	1,038,414	1,294,292
October, 1919.....	{ Lake	19,650,889	2,048,788	1,054,679	54,140	109,513	22,918,009	1,680
	{ Rail.	264,803	1,330,176	72,927	48,547	5,159	1,521,606	1,522,953
Total, 2 mos. ending f Lake		31,775,061	3,357,539	1,591,011	54,140	175,644	36,953,395	875,688
Oct. 1919.....	{ Rail.	532,316	1,686,969	257,122	72,865	10,748	2,560,020	2,817,245
Total, 2 mos. ending f Lake		14,004,335	.....	176,464	97,700	.....	14,278,499	.....
Oct. 1918.....	{ Rail.	957,457	699,610	339,764	51,428	27,553	2,075,812	2,452,595

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended November 7, 1919.

PUBLIC TERMINAL ELEVATORS.

—	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Receipts. Rail....	2,666,811	982,860	310,022	59,945	40,507	.....	4,060,145
Shipments—							
Lake	2,992,213	543,029	258,189	6,631	62,494	.....	3,862,556
Rail	143,357	95,870	36,778	8,468	315	.....	284,788

INTERIOR TERMINAL ELEVATORS.

Receipts.....Rail....	478,621	306,677	8,405	279	2,597	2,502	799,681
Shipments—							
Rail	20,804	74,368	6,249	939	.....	1,742	104,102

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts.....Lake...	2,479,102	306,179	53,603	.....	28,220	.....	2,867,104
Shipments—							
Rail.....	2,041,138	325,080	93,603	16,412	28,220	.....	2,504,453

LOWER LAKE PORTS.

Receipts..... { Vessel.	1,172,119	.....	.....	.....	.....	.....	1,172,119
Shipments— { Rail...	10,177	1,940	1,221	.....	.....	.....	13,338
Vessel.....	656,784	.....	.....	.....	.....	.....	656,784
Rail.....	188,810	1,940	1,221	.....	.....	.....	191,971

ST. LAWRENCE PORTS.

Receipts..... { Vessel.	511,553	258,525	30,352	.....	.....	.....	800,430
Shipments— { Rail...	1,068,494	127,656	42,818	.....	3,347	.....	1,242,315
Vessel.....	1,208,163	107,010	250,456	.....	17,404	.....	1,583,033
Rail.....	135,805	41,029	636	.....	1,176	.....	178,646

SEABOARD PORTS.

Receipts..... Rail....	516,530	.....	7,891	.....	.....	.....	524,421
Shipments—							
Vessel.....	85,000	.....	.....	.....	.....	.....	85,000

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts..... { Lake....	4,162,774	564,704	83,955	.....	28,220	.....	4,839,653
Shipments— { Rail....	1,595,201	129,596	51,930	.....	3,347	.....	1,780,074
Lake	1,949,947	107,010	250,456	.....	17,404	.....	2,324,817
Rail	2,365,753	368,049	95,460	16,412	29,396	.....	2,875,070

RECAPITULATION—COMPARATIVE FIGURES FOR THE TWO MONTHS ENDING
OCTOBER 31, 1919.

	Total Number of Cars.
1901-2.....	12,806
1902-3.....	13,965
1903-4.....	11,782
1904-5.....	11,091
1905-6.....	20,119
1906-7.....	20,829
1907-8.....	13,022
1908-9.....	27,830
1909-10.....	40,584
1910-11.....	35,359
1911-12.....	37,207
1912-13.....	39,732
1913-14.....	73,565
1914-15.....	31,325
1915-16.....	87,686
1916-17.....	47,924
1917-18.....	52,357
1918-19.....	39,409
1919-20.....	47,566

TAXATION OF INDUSTRIES AND PROFESSIONS IN MOROCCO.

(*British Board of Trade Journal.*)

A proposed "Dahir sur les Patentes," which provides for taxation to increase the revenue of the protectorate, is to have the widest possible application, and on the abolition of the capitulations it is understood that the tax will have to be paid by all British commercial firms, private traders, banks, shipping firms, etc., established in Morocco, in the same manner as similar businesses in French hands. Merchants of all kinds, general and special trades, the liberal professions, doctors, lawyers, engineers, and professional men and women of all sorts, banks, steamship companies, and agencies, and down to the smallest shopkeeper in the country, will be called upon to contribute.

At present the protectorate is dependent solely on agriculture and town building as sources of direct taxation.

The tax is to be assessed, at any rate for the first half-year, July 1 to December 31, 1919, on the "système indiciaire":

- (a) A fixed tax according to each class of business, profession, or trade; each firm or person being assigned to a certain class.
- (b) A variable tax according to the number of employees, or according to the characteristic signs of work done, e.g., a saw-mill, according to the number of saws installed; a cement factory, according to the number of ovens.
- (c) A proportional tax, according to the rental value of the premises occupied.

The rate of the tax in this last is still not yet fixed.

It is suggested, but not accepted for the first half-year, that businesses, trades, professions, etc., should have the right of assessment for the tax by declaring the income accruing from their trade. This, of course, could only be accepted where regular books are kept and can be produced. In the case of limited companies (*Sociétés anonymes*), which are obliged to draw up and publish their balance sheets, the tax will necessarily be fixed according to those balance sheets.

NEW INCORPORATIONS.

Dominion.

Heilig Joseph & Co., Limited. Incorporators: Henry Weinfield, Marcus Meyer Sperber and Lyon Levine, advocates; Sarah Miller and Elsie Bramson, stenographers—all of Montreal. Capital \$399,000, divided into 3,990 shares of \$100 each. Chief place of business, Montreal.

St. Lawrence Dock & Shipbuilding Company, Limited. Incorporators: William Haines Hutchinson, de Goderich, civil engineer; Charles Auguste Chauveau, Aime Marchand and Adjutor Rivard—all of Quebec, advocates; and Charles Henri Carrier, of Bienville, in Quebec, manufacturer. Capital \$100,000 divided into 2,000 shares of \$50 each. Chief place of business, Levis, Quebec.

Butler-Jobin Optical Co., Limited. Incorporators: Michael Arthur Phelan, of Westmount; Charles Gouverneur Ogden, Charles Stuart LeMesurier and Robertson Fleet, advocates; and Joseph Alphonse L'Heureux, book-keeper—all four of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

The Paramount Mining Company, Limited. Incorporators: William Synon Morlock, Sydney Ellis Wedd and Roy Beverley Whitehead, solicitors; Samuel Davidson Fowler, solicitor's clerk; and Violet Moffat, accountant—all of Toronto. Capital, \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Toronto.

The Costograph Company of Canada, Limited. Incorporators: Emilien Daoust, of Westmount, publisher; George William Odell, accountant; and John Newson Brigg, book-keeper, both of St. Lambert; Louis Philippe Berard and Charles Henri Berard, advocates, both of Montreal. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Montreal.

The London Soap Company, Limited. Incorporators: Abner George Phillips, manufacturer; Frank Walter Phillips, shipper; Harold George Phillips, soapmaker; Emily Clara Phillips, married woman; and Lucy Phillips, spinster—all of London, Ont. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, London, Ont.

Porritts & Spencer (Canada), Limited. Incorporators: William Spencer, manufacturer; Edward Herbert Ambrose, Henry Arnold Burbridge, John Roy Marshall and Arthur Bruggess Turner, barristers-at-law—all of Hamilton. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Hamilton, Ont. (Private company.)

Photographic Arts, Limited. Incorporators: John Joseph Meagher and James Edouard Coulin, K.C.'s; Henri Crepeau, advocate; Cyril Parrick Nolan, law student; and Alice Knowlton Reid, stenographer—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

The Hoover Suction Sweeper Company of Canada, Limited. Incorporators: William Henry Hoover, manufacturer, and Harley Carpenter Prise, secretary, all of North Canton, Ohio; and George Samuel Kerr, of Hamilton, solicitor. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal.

The North American Chemical Co., Limited. Incorporators: Gui Casimir Papineau-Couture, K.C.; Louis Fitch and Lazarus Phillips, advocates; Abraham Saul Cohen, accountant; and Lilian Freedman, stenographer—all of Montreal. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Montreal. (Private company.)

La Gaspesienne, Limited. Incorporators: Joseph Fabieu Bugeaud, of New Carlisle, Que., advocate; Joseph Samson, of Quebec, merchant; Joseph Thouras, Bertrand, of L'Isle Verte, civil engineer; Aleide Joseph Gaudet, of Amherst, Isle of Madeleine, in Quebec, merchant; and Joseph Adolphe Guy, of Port Daniel, Quebec, doctor. Capital \$100,000, divided into 2,000 shares of \$50 each. Chief place of business, Chandler, Que.

British Columbia.

Campbell Rotary Pump Company, Limited. Capital \$100,000. Registered office, Vancouver.

Canadian Water Wheel Company, Limited. Capital \$100,000. Registered office, Vancouver.

Delta Oil Company, Limited (non-personal liability). Capital \$250,000.

McLeod Timber Company, Limited. Capital, \$200,000. Registered office, Vancouver.

Mount Robson Quarries, Limited. Capital, \$500,000. Registered office, Vancouver.

Premium Shingle Company, Limited. Capital, \$100,000. Registered office, Vancouver.

Silver Crest Mines, Limited (non-personal liability). Capital, \$500,000. Registered office, Vancouver.

Victory Oil and Gas Company, Limited (non-personal liability). Capital, \$250,000. Registered office, Vancouver.

Pacific Petroleum, Limited (non-personal liability). Capital, \$250,000. Registered office, Vancouver.

Sunshine Oil Company, Limited. Capital, \$250,000. Registered office, Vancouver.

Taltapin Mining Company, Limited. Capital, \$200,000. Registered office, Vancouver.

Ontario.

The Great Lakes Fur Trading Company, Limited. Incorporators: Grace Kirkpatrick and Mary MacLean, office clerks; Ward Allison Dyke, agent; Grace King, stenographer; and Harry Henault Beeman, barrister-at-law—all of Fort William. Capital \$75,000, divided into 750 shares of \$100 each. Chief place of business, Fort William.

Specialty Paper Mills, Limited. Incorporators: George Otto Comfort, Carthage, New York State, merchant; Charles Baldwin Wing, Cincinnati, manufacturer; and Wilbur Eugene Hout, lawyer; Lewis Fortner Hout and Edward Kener, junior, manufacturers; and Lucia Maria Hout, secretary—all of Buffalo. Capital \$325,000, divided into 3,250 shares of \$100 each. Chief place of business, Camden East.

The Lakefield Canoe and Boat Co., Limited. Incorporators: William John Rooney, company secretary; Douglas Thomas Chamberlain, accountant; Hilda Montague Smith, stenographer; Charles Henry Manaton, Office Manager; and William Lunan, book-keeper; all of Toronto. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, village of Lakefield.

Sanford Riley Stoker Co. of Canada, Limited. Incorporators: Robert Sanford Riley and Fred Harold Daniels, manufacturers; George Nathaniel Jeppson, works manager, and Aldus Chapin Higgins, company treasurer—all of Worcester, and Robert Thomas Riley, of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Windsor.

Peace River Petroleums, Limited. Incorporators: Howard Addison Hall, Russell Pierce Locke, and Normand Lown, barristers-at-law; Frederick Harold McCallum, Thomas Blake Farrell, and Frank Milton Squires, students-at-law; Rita Hatton, Lillian Dillon, and Hilda Annie Lewis, stenographers; Lilian Murray Heal, accountant; and Mabel Bruce, office clerk—all of Toronto. Capital \$5,000,000, divided into 5,000,000 shares of \$1 each. Chief place of business, Toronto.

Ingram & McMaster, Limited. Incorporators: David Ross and Blake Lamereauz Booth, merchants; Lynn Bristol Spencer, barrister-at-law; George Calvin Brown, bank manager; and Charles Henderson, gentleman—all of Welland. Capital \$60,000, divided in 1,200 shares of \$50 each. Chief place of business, Welland.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, ST. MARYS, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

3078. **Canned goods, dried fruits, etc.**—A London manufacturers' agent wishes to represent Canadian manufacturers of canned goods, dried fruits, chocolates and confectionery or any article saleable to the grocery and confectionery trades.

3079. **Maple roller blocks.**—A Liverpool firm who are large primary distributors of maple roller blocks ask to be placed in touch with exporters.

3080. **Manufacturers' agency in South Africa.**—A Johannesburg manufacturers' agent asks to be placed in touch with manufacturers of mining or engineering accessories.

3081. **Hay.**—A Liverpool hay importer who has already arranged to procure certain supplies of Canadian hay, asks to be placed in touch with exporters.

3082. **Hay.**—A Liverpool hay importer, who has just received certain quantities of Canadian hay, is in the market for large quantities if space can be arranged.

3083. **Maple roller blocks.**—A Lancaster firm who are large consumers of maple roller blocks, ask to be placed in touch with exporters.

3084. **Hickory sticks.**—A Manchester firm inquire whether Canadian manufacturers can quote on hickory picking sticks. Prices should be c.i.f. Manchester.

3085. **Birch squares.**—A Manchester firm are open to purchase birch squares for the manufacture of shutters.

3086. **Wood rollers.**—A Manchester firm are in the market for mangle and machine rollers. Particulars and prices c.i.f. Manchester are requested.

3087. **Persimmon wood, cornel wood.**—A Manchester firm inquire for any Canadian firm in a position to export persimmon wood and cornel wood.

3088. **Canned goods, foodstuffs.**—A firm of importers in Helsingfors, Finland, established for twenty-two years, wishes to secure from Canada supplies of canned goods, fruits, spices, fish products and all classes of foodstuffs.

3089. **Fish.**—An importer of Bari, Italy, desires to obtain all kinds of dried, salted and preserved fish, especially salmon, from Canada.

3090. **Representation.**—An English firm in Genoa, Italy, desires to represent, firms in the following: Metals, coals, iron, steel, chemical products and as ship agents and brokers.

3091. **Representation.**—An agent in Turin, Italy, would like to secure representation for stuff goods, wool and cotton, machinery, hosiery, india-rubber, electrical accessories, metals, steel.

3092. **Perfumes, medicines.**—A commission agent in Florence, Italy, desires to secure agencies in perfumes and medicines.

3093. **Hosiery.**—An agent at Genoa, Italy, would represent hosiery manufacturers.

3094. **Steam engines.**—An Ascoli, Piceno, Italy, firm would represent firms making steam engines with oil boilers for fishing smacks.

3095. **Chemical and mineral products.**—An agent at Genoa, Italy, desires to act as representative for chemical and mineral products.

3096. **Textiles.**—A Genoa, Italy, representative requires an agency for textiles, etc.

3097. **Shipbuilding materials.**—A Milan, Italy, engineer would like agency for shipbuilding materials.

3098. **Cotton.**—A Genoa, Italy, society desire agency for cotton.

3099. **Representation.**—A firm at Rome, Italy, wish to represent manufacturers in general lines.

3100. **Agencies.**—An English firm at Genoa, Italy, wish to secure agencies for metals, machinery, tools, tin plates, steel, baths, coals, shipbuilding materials, leather belting, industrial material in general.

3101. **Agencies.**—A Bologna, Italy, firm want agencies for colonial products, drugs, chocolate, liqueurs, soap, foodstuffs.

3102. **Band saws.**—A commission agent at Turin, Italy, wishes agency for band saws.

3103. **Boots and shoes.**—An agent at Sacile, Italy, desires to represent manufacturers or exporters of boots and shoes.

3104. **Representation.**—A firm at Fano, Italy, wish to represent manufacturers of stuffs, boots, underclothing, mercery, colonial products.

3105. **Apiculture incubators.**—An agent at Torino, Italy, would represent manufacturers of apiculture incubators.

3106. **Agencies in Fiume.**—An agent in Fiume desires coffee, pepper, cocoa, drugs, sugar, rice, chemical products, foodstuffs, woollens and cottons.

3107. **Agencies in Rome.**—An agent in Rome, Italy, desires to secure agencies for sewing machines, motors, oils, greases, hardware, perfumery, technical articles for industry.

3108. **Chemical products.**—An agent at Fiume would take up representation for chemical products.

3109. **Typewriters.**—A Turin, Italy, firm requires agency for rebuilt typewriters.

3110. **Representation.**—An English agent at Genoa, Italy, desires to represent exporters of stuffs, clothing, waterproof, bottles for perfumery, perfumery and soap.

3111. **Representation.**—A firm in Bari, Italy, want to represent manufacturers of soap and perfumery, stuffs, cutlery, nails, electrical lamps, iron articles, needles, hosiery.

3112. **Cottons, linens, etc.**—A Bologna agent wishes to secure representation for cotton manufactures, linen, waterproof, underclothing.

3113. **Coals.**—A firm at Genoa, Italy, desires agency for coals.

3114. **Representation.**—A Turin, Italy, agent wants representation in general lines.

3115. **Agencies.**—An agent in Rome, Italy, wishes to represent manufacturers of sewing machines, motors, oils and greases, colours, perfumery.

3116. **Agencies.**—An agent at Genoa, Italy, would represent manufacturers of textiles, stuffs, chemical products, dyes, cotton textiles.

3117. **Fishing net machinery, salted fish.**—An agent at Molfetta, Italy, wishes to represent exporters of fishing-net machinery, salted fish.

3118. **Motor accessories, aircraft.**—A Turin, Italy, agent desires to represent firms manufacturing motor accessories, aircraft.

3119. **Agencies.**—A firm at Turin, Italy, desires to secure agencies for metal utensils, machines, belting, utensils and machines in general, pumps, railway materials, telephone and telegraph materials, auto-cars, cycle and motor-cycles, accessories, agricultural machinery, chemical products, dye, etc.

3120. **Representation.**—A Naples, Italy, firm wish to secure representation in skins, cotton, textiles, underclothing.

3121. **Perfumery, cutlery.**—A firm at Turin, Italy, inquires for perfumery, and cutlery in general.

3122. **Representation.**—An agent at Milan, Italy, desires to represent manufacturers in general lines.

3123. **Pharmaceutical products, etc.**—An agent at Pontedere, Italy, wishes to secure representation for pharmaceutical products, dyes, chloride.

3124. **Douglas fir.**—A Turin, Italy, agent would represent exporters of Douglas fir.

3125. **Representation.**—An agent at Catania, Italy, wants to secure general representation.

3126. **Pipe manufacturers.**—Agents at San Remo, Italy, would take up representation for pipe manufacturers.

3127. **Salted fish, foodstuffs.**—A firm at Malta inquires for salted fish, foodstuffs.

3128. **A Palermo, Italy, firm wish to secure representation of oils suitable for Diesel engines.**

3129. **Safes, metal rolling machines.**—A firm at Padova, Italy, want to represent makers of safes and metal rolling machinery.

3130. **Canned goods, dried fruits, etc.**—A London manufacturers' agent wishes to represent Canadian manufacturers of canned goods, dried fruits, chocolates and confectionery, or any article saleable to the grocery and confectionery.

3131. **Egg boxes and egg case fillers.**—A London provision agent wishes to get into touch with Canadian manufacturers of egg boxes and also of egg case fillers.

3132. **Leather and shoe grindery.**—A leather merchant in Belfast is desirous of getting into communication with Canadian tanners, curriers and manufacturers of shoe grindery, such as rivets, wood pegs, etc.

3133. **Paper novelties, etc.**—A firm of import agents in Santiago, Chile, desire to secure agencies for Canadian paper mills, also for novelties and any other lines. A complete line of samples, catalogues, price lists and discount sheets with conditions under which firms are willing to do business to be sent in first letter.

3134. **Agencies in Gold Coast and Nigeria.**—A firm of African merchants in London, England, who act as selling agents on the Gold Coast and in Nigeria for a number of manufacturers, are willing to act as local representatives for Canadian firms in those rapidly-developing fields. With regard to payment for goods for which we obtain orders, we are prepared to discount documentary bills on the purchaser, and to guarantee that such bills will be paid when due.

3135. A business man who was for many years purchasing agent for an important company in Scotland and has more recently been connected with a Montreal business house is returning to Scotland, where he will establish a commission agency. Would be glad to correspond with Canadian manufacturers requiring representation in Scotland.

3136. **Iron plates, agricultural machinery, automobiles, machinery.**—A civil and mining engineer of Bucharest, Roumania, wishes to get in touch with Canadian exporters of manufactured goods. Is specially interested in iron plates, agricultural implements, automobiles, pipes and machinery.

3137. A general commission agent, who has been in business twelve years, with head office in Nicosia, Cyprus, and branches in Jaffa and Mersina, desires to develop business in the vast and rich territories of the Near East which he covers—Cyprus, Palestine, Syria, and Asia Minor generally—in all kinds of Canadian manufactured articles, machinery and minerals, and all kinds of merchandise. He sells almost every article handled in department stores. He desires to have samples sent him in all lines from time to time with competitive prices quoted on a separate sheet and not on the samples. Correspondence may be in English or French.

3138. **Millboard.**—A Manchester firm are open to purchase large quantities of millboard suitable for manufacturing cardboard boxes. Samples should be sent and prices must be c.i.f. Manchester.

3139. **Cardboard.**—A Manchester firm manufacturing cardboard boxes can take large quantities of cardboard or similar material if samples and prices d/d Manchester are satisfactory.

3140. **Asbestos millboard.**—A Manchester firm are open to purchase asbestos millboard for the interiors of packing boxes. Sample requested with prices d/d Manchester.

3141. **Asbestos roofing.**—A Manchester firm are in a position to purchase asbestos roofing materials. Small samples must be sent, and prices are to include delivery Liverpool or Manchester.

3142. **Asbestos millboard.**—A Manchester firm are in the market for asbestos millboard of best quality. Sample solicited and prices c.i.f. Manchester.

3143. **Asbestos millboard.**—A Manchester firm inquires for prices of asbestos millboard, delivered Manchester or Liverpool.

3144. **Sun-dried apples.**—A Rotterdam firm is desirous of being placed in communication with Canadian packers of first-class sun-dried apples.

3144a. An importer in Casablanca, Morocco, wishes to secure from Canada the following supplies:—

Timbers—

Telegraphic poles (poteaux telegraphiques) of 6 and 8 metres.

Joists (madriers sapin) of 0.23 by 0.08 by 5m.

0.11 by 0.08 by 5m.

0.08 by 0.08 by 5m.

Iron and steel—

Rounds for concrete of 5, 6, 8, 10, 12 millimetres.

Joists of 100, 120, 140, 160, 180, 200 m/m.

Angles and channels.

Wires—

Brass for telephone 15/10e and 20/10e m/m.

Galvanized iron for telegraph 25/10e and 30/10e.

Portland cement—

In 180 kg. barrels.

References in the United States, Paris and Casablanca.

Details respecting the following trade inquiries (3145-3172), which have been received from Birmingham, England, will be found in the article by Trade Commissioner Norman D. Johnston, which appears on pages 969-972 of this number of the *Weekly Bulletin*.

3145. **Hardware products, various.**

3146. **Tee Hinges.**

3147. **Hurricane lanterns.**

3148, 3149. **Enamelware.**

3150. **Adze claw hammers.**

3151. **Wrenches, pliers and tower pincers.**

3152. **Mechanics' hand tools.**

3153. **Engineers' tools; dies, stocks, etc.**

3154. **Cycle goods; pumps, bells and accessories.**

3155. **Iron bars.**

3156. **Black sheet.**

3157. **Stamped steel, back flaps and butts.**

3158. **Tube strips, iron and steel.**

3159. **Plates and sheets (steel).**

3160. **Cold rolled bright strips.**

3161, 3162. **Steel billets.**

- 3163. Iron rounds.
- 3164. Girders and bank plates.
- 3165. Grey pig-iron.
- 3166. Sheet bars.
- 3167. Steel tubes.
- 3168. Steel strip.
- 3169. Bright steel.
- 3170. Light railway equipment.
- 3171. Dress fasteners.
- 3172. Safety pins and small articles.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years'

service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 R.S. Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 R.S. Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 R.S.—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 R.S.—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 R.S.—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25. R.S.—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 R.S. A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 R.S.—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 R.S.—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30 **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31 **R.S.** Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32 **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.** Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

34 **R.S.**—A Danish-Canadian, who served in the Canadian army in France for four years, would like to secure agencies for Canadian manufacturers desiring to export to Denmark, Sweden and Norway. He speaks English, Danish, Norwegian, Swedish, Russian and German. Spent six and a half years in Copenhagen before coming to Canada.

35 **R.S.**—A demobilized Canadian officer who is returning early in November to Dublin, Ireland, where he is in partnership with one of the leading manufacturers' agents, desires to obtain for his firm connections with Canadian manufacturers.

36 **R.S.**—Former officer in the C.E.F. who has an excellent pre-war connection with grocers, wine dealers, co-operative stores and druggists in London, England, and in Belgium, is desirous of acting as resident sales representative for detail work in districts named. Salary on commission basis. Fluent in languages, excellent references, and able to show results. Would introduce new lines or work up lines for a firm already represented by agents.

37 **R.S.**—Representation in India and Egypt.—A returned Canadian officer of the Indian Army Reserve, with four years' service in France, India, Egypt, and Palestine, would like to communicate with exporters wishing to sell goods in India and Egypt. He can speak Hindustani and has good knowledge of Indian customs and the business cities of India. Is also familiar with conditions in Egypt and Palestine.

38 **R.S.**—A Canadian experienced in banking has just returned from Roumania where he spent three months investigating trade conditions. He had unusual opportunities of becoming acquainted with leading business men and believes that there are great opportunities for the sale of Canadian goods in that country at the present time. He proposes to return to Roumania early in January, 1920, and wishes to arrange with a group of Canadian manufacturers to represent them there. He has sufficient capital to initiate his enterprise in a way creditable to the Canadian manufacturers whom he will represent.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From Quebec.

QUEBEC TO LIVERPOOL.

Empress of France, C.P.O.S. Line, about November 25.

From Montreal.

MONTREAL TO LIVERPOOL.

Canada, White Star-Dominion Line, about November 22; *Canadian Voyageur*, Can. Govt. Mer. Marine, Ltd., about November 25; *Scandinavian*, C.P.O.S. Line, about November 26.

MONTREAL TO LONDON.

Canadian Navigator, Can. Govt. Mer. Marine, Ltd., about November 20; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about November 25; *Canadian Volunteer*, Can. Govt. Mer. Marine, Ltd., about November 25; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about November 27.

MONTREAL TO ANTWERP.

Glenspean, C.P.O.S.-Furness Line (Furness), about November 20; *Tunisian*, C.P.O.S.-Furness Line (C.P.O.S.), about November 21; *Scotian*, C.P.O.S.-Furness Line (C.P.O.S.), about November 26.

MONTREAL TO GLASGOW.

Cabotia, Anchor-Donaldson Line, about November 19.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Cornishman, Dominion Line, about November 20.

MONTREAL TO MANCHESTER.

Manchester Mariner, Manchester Liners, about November 19; *Manchester Brigade*, Manchester Liners, about November 22; *Manchester Corporation*, Manchester Liners, about November 25.

MONTREAL TO NEWCASTLE-ON-TYNE.

Cairnvalona, Thomson Line, about November 21.

MONTREAL TO BELFAST.

Melmore Head, Head Line, about November 25.

MONTREAL TO HAVRE (FRANCE).

Californie, Canadian-Trans-Atlantique Line, about November 21; *Mississippi*, Canadian-Trans-Atlantique Line, about November 25.

MONTREAL TO BUENOS AIRES.

Canadian Settler, Can. Govt. Mer. Marine, Ltd., about November 20.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.

Bassa, Elder-Dempster Line, about November 20.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Recruit, Can. Govt. Mer. Marine, Ltd., about November 20.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chignecto, Royal Mail Steam Packet Co., about November 28; Chaudiere, Royal Mail Steam Packet Co., about December 12.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Manila Maru, Osaka Chosen Kaisha, about December 1.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Katori Maru, Nippon Yusen Kaisha, about December 3.

From Vancouver.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about November 29; Makura, Canadian Royal Mail Line, about December 13.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Russia, C.P.O.S. Line, about November 27; Empress of Asia, C.P.O.S. Line, about December 25.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Monteagle, C.P.O.S. Line, about November 25.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Bessie Dollar, Canadian Robert Dollar Co., about December 7.

VANCOUVER AND VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Protestilaus, Blue Funnel Line, about November 20 (Victoria about December 4).

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "the Deputy Minister, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Record will be kept of requests not filled and should additional publications be received for distribution they will be forwarded to applicants in the order of the receipt of their respective applications.

- Annuaire du Canada, 1905, 1907, 1910, 1912, 1914.
- Canada Year Book, 1905, 1907, 1912, 1914.
- Canadian Annual Review, 1916.
- Canadian Boards of Trade Register, 1919.
- Canadian Commercial Intelligence Service, 1914.
- Canadian Law List, 1913.
- Census and Statistics Monthly, Vols. 7 and 8, 1914-15, Vols. 9 and 10, 1916-17.
- Census of Canada, 1890-91, Vols. 3 and 4; 1901, Vol. 1, Population; Vol. 3, Manufactures; Vol. 4, Miscellaneous Statistics; 1911, Vol. 5, Forest, Fishery, Fur, etc.
- Census of Industry, 1917, Part 1, Agricultural Statistics; Part 4, Section 1, Lumber, Lath, Shingles.
- Census of Manitoba, 1885-86.
- Census of Manufacturers, 1916.
- Census of Northwest, 1885.
- Census of Northwest Provinces, Population and Agriculture, 1906.
- Census of Prairie Provinces, Population and Agriculture, 1916.
- Chinese Markets for Canadian Products.
- Civil Service List, 1907, 1909.
- Colonial Office List, 1915.
- Criminal Statistics, 1914.
- Despatches between British Government and Ambassadors respecting the European War.
- Export Directory of Canada, 1915.
- Export Trade from the Port of Montreal, 1916.
- Final Report of the Fuel Controller, 1914.
- German War and its Relation to Canadian Trade.
- Handbook for Export to South America.
- Imperial Year Book, 1917-18.
- List of Flour Mills in Canada, 1919.
- List of Licenses Elevators and Warehouses, 1918-19.
- Rapport de la Mission Economique Canadienne en Grande Bretagne, en France et en Italie.
- Report of the Board of Grain Commissioners, 1917, 1918.
- Report of the Special Trade Commission to Great Britain, France and Italy.
- Report on the Trade of China and Japan.
- Royal Society of Canada, 1915, Third Series, Vol. 9.
- Russian Trade.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner, care H. B. M. Minister, Rio de Janeiro, Brazil.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Aleutskaja No. 11, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

**LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.**

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

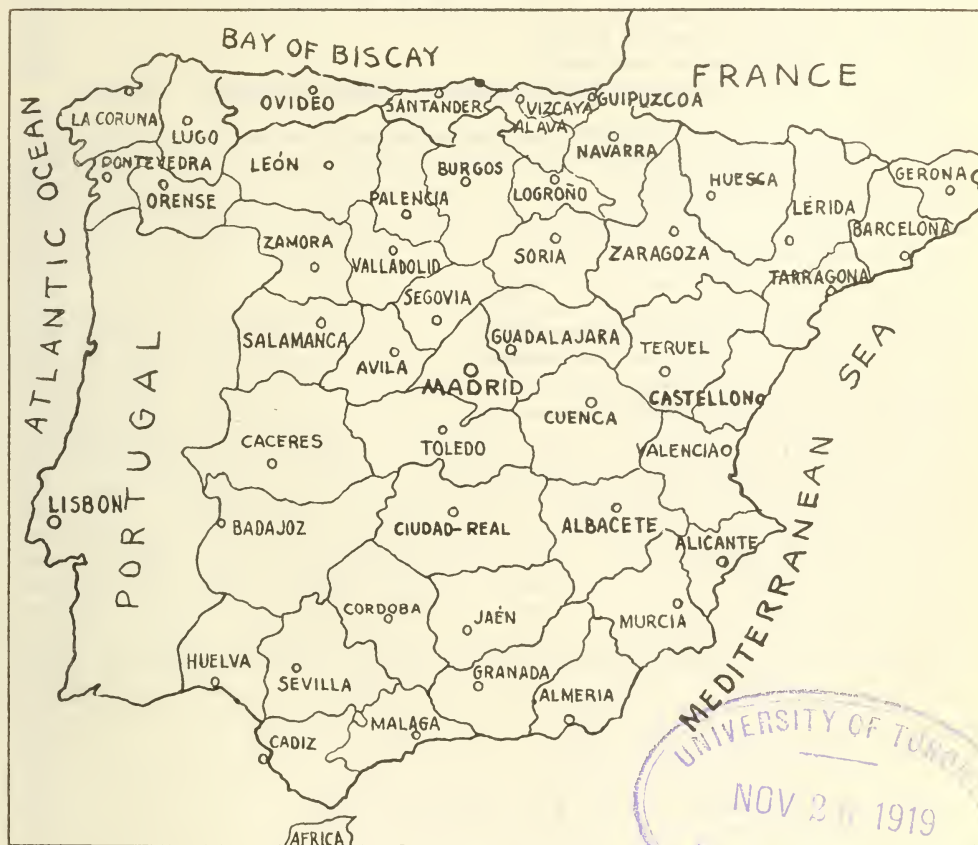
Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
 Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
 Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
 Vol. III, 1913, Manufactures, 1911.
 Vol. IV, 1914, Agriculture, 1911. (Out of print.)
 Vol. V, 1915, Forest, Fishery, Fur, etc.
 Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
 Part I. Agricultural Statistics.
 Part II. Dairy Factories.
 Part III. Fisheries.
 Part IV. Section I, Lumber, Lath, Shingles, etc.
 Part IV. Section II, Pulp and Paper.
 Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Spain. (See page 1033.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, November 24, 1919.

No. 825

TRADING IN SPAIN.

TRADE COMMISSIONER W. McL. CLARKE.

I.

The Economic and Social Outlook in Spain.

At the commencement of hostilities Spain was a country with a depreciated currency, a heavy unfavourable trade balance, with her best securities the monopoly of the Paris market, business dividends low or wanting altogether, a land of agriculture and few strong industries, a country where native capital was not forthcoming, and where there was little general consciousness of the potentialities of the state commercial.

The present year finds a situation quite different. Her peseta is one of the highest monetary units of European exchange; an unfavourable trade balance for 1913 of 222,000,000 pesetas had become a favourable balance of 363,000,000 pesetas in 1918; the nation's gold security has increased from 543,000,000 to 2,290,000,000 pesetas; her bank deposits have risen by over 2,250,000,000 pesetas; banking, shipping and industrial dividends are on the incline; her railway bonds are finding their way to Madrid; native capital is no longer so disposed to lie idle—some 500,000,000 pesetas was invested in joint stock companies alone in 1917; her industrial development has been greatly accentuated, coal production, to mention but one item, having increased from 2,000,000 tons to 7,100,000; and not the least important is the awakening—forced as Spain was to recognize that other countries could not supply her needs as formerly and that these same countries had needs of their own—of the national consciousness to an appreciation of the country's resources in agriculture, mines, and water-power, and the many evidences there are that the Spain of the past, languid if not languishing, has determined to become a new Spain, building intangible castles no longer but rather devoted to more mundane and more practical pursuits.

Given this favourable change, what can be expected of its reflex influence on the nation? In the first place one looks forward to a greater intensification of all forms of national expression, the significance of which lies in the fact that Spain will doubtless proceed along those lines now already delineated and will tend to become more alive industrially and more keen in a commercial sense. Already there exists the distinguishable sentiment of Spain for the Spaniard, and the nationalistic feeling is far from inarticulate. It is to be predicted therefore that such feeling will take even more definite form, and that a policy of protection will accompany a more intensive activity. In the second place, Spain's increased purchasing power is giving her the means wherewith to follow up her developing prosperity, to finance more extended undertakings, and to buy more freely.

A third consideration is the correlated desire to become a trading people in a larger sense of that word. It may naturally be expected therefore that her international exchanges will tend to advance, and that Spain will better her railway, harbour and steamship facilities to that end.

Apart from what progress Spain will make by the use of its own national wealth, it is to be kept in mind that outside influences will no doubt continue to react on

Spanish development. At present the foreign capital invested in Spain approximates 1,150,000,000 pesetas, and there are not a few indications that further capital from abroad is to interest itself in the country. If for instance the proposed international trunk line (Dax-Madrid-Algeciras) attracts sufficient capital to warrant its construction, Spain, once the railway is completed, will become *ipso facto*, the bridge between Western Europe and Northern Africa, an accomplishment which can only be advantageous to the nation.

Finally, it will be asked, are there no disturbing social conditions whatsoever in the nation's life? To answer this question is but to state that a present-day modern nation of 20,000,000 inhabitants, played upon by various ambitions and influences, is bound to have internal problems to solve. Then again there is the additional consideration that the medieval Spain is not yet entirely modernized, and that problems belonging properly to other days in most European countries here still persist. To enumerate only the more appreciable factors which impair the social order, one naturally thinks first of the labour difficulties which are especially prevalent in the eastern and northern sections and which find their most sinister expression in Barcelona, at once the Manchester and Liverpool of Spain. Crises and lockouts not infrequently occur, directed by a mysterious and Bolshevistic syndicalism which permeates the working classes and controls them voluntarily or against their will. Combated though this syndicalism is, its effects have been serious and far-reaching, but it is to be noted as an encouraging sign that an organization from among the workers and citizens themselves has only recently sprung into being for fighting against such mischievous domination.

Then there is the agitation of the Northeastern province, which in its most pronounced form aims at autonomy and independence for Catalonia, and in its mildest expression at the readjustment of the methods by which the province is governed and taxed. Ethnologically different from the rest of Spain, speaking another language even if understanding Castilian or pure Spanish and of a distinctive character which differentiates their thoughts and actions, the Catalonians generally give little thought to the rest of Spain and are actuated by the separatist principle of "Catalonia first." This problem in its political and social aspect is still unsolved even though a solution of some kind is known to be needful.

In the third place the "absenteeism" system of holding large tracts of lands by the prerogative of wealth and position is indeed a sorry defect in the social order, and is the more critical as it occasions serious discontent among the peasants with the life they are thus obliged to live, while at the same time it considerably hampers cultivation. Some urgent remedy of a radical nature is undoubtedly called for.

Finally, the cost of living continues to advance, and often the meagre wage is insufficient to guarantee a livelihood with any comfort to the labouring classes. It is the ever-present story of capital and labour, and in this case, apart from the demands of the syndicalistic movement previously referred to, it would seem that labour is more frequently entitled to a higher wage than it now receives.

If, however, the phenomena the writer has referred to in what has gone before is examined critically, and favourable and unfavourable features are set off one against the other, and if the national characteristics of a people who on the whole are honest, sober, fair-dealing, susceptible to friendship, cautious and yet not without ambition, and if to these characteristics of the people there be added the rich and undeveloped agricultural and mineral wealth of the country, it may be argued with telling evidence that Spain will continue to prosper, to make progress and to achieve still greater national and international status.

Before drawing any corollary from the foregoing statements, however, it is to be noted that Spain, flourishing as she is and with bright prospects for the future, industrially and commercially, possesses after all and can only be expected to possess a relative correspondence to outside countries. It would be a mistake for instance to presume that Spain is a big market in the absolute sense or will ever offer the opportunities for trade expansion as one day Russia, for example, undoubtedly will.

Spanish needs there will be, but they must by the nature of things be circumscribed. Not only in fact are such needs destined to be limited, but competition from abroad is and will continue to be very keen. These facts deserve recognition.

With this proviso the writer is inclined to believe as a result of his preliminary investigations, that Spain with its varied requirements offers a much larger market for both natural and manufactured products than up to the present Canada has taken advantage of. Spain also may be regarded as having certain products whose greater importation would be of interest to Canada even if our market for her exportable goods must also be considered limited.

II.

Export Trade Accessories.

Carrying on trade with Spain as with other countries involves more than a general knowledge of the markets themselves to which goods may be sent and from where other goods may be drawn in exchange. Of course the comprehensive grasp of the market situation is most important, but it is often the methods of doing business and the underlying principles which govern successful trading that also need elucidation. Because of this it has been considered advisable at the outset to refer briefly to some of these other factors which may be called "export trade accessories" and upon which permanent success so largely depends.

It may happen at times that an export policy apart from a recognition of these factors is workable, but just as a competitor in a motor-car race will endeavour to equip his machine with every known improved accessory calculated to contribute to success, so the Canadian exporter if he desires to win out in the international trade arena of to-day, can well afford to make sure that he is not handicapped at the start by failing to appreciate those essentials—those export trade accessories—which make for success.

EFFECTIVE PROPAGANDA.

However much Spain may be known in Canada, it is clearly evident from travelling through the peninsula, that Spain herself possesses but a very slight knowledge of our country. Odd though it may seem, the writer was confronted on every hand with the most limited and inaccurate conception of the Dominion. This was not only confined to importers, but even big industrial men, bank managers and officials in Spanish Chambers of Commerce held most incomplete views as to Canada's place among commercial nations of to-day. Especially was this minimizing opinion held of our industrial development, and it may be stated that the majority of the individuals interviewed were quite frequently surprised at the few revelations made to them as to the productive and potential capacity of Canada. The deduction therefore is self-evident. If Canada is determined to do business in Spain, Canada must be made better known in that country by an effective propaganda.

GOVERNMENT AND PERSONAL PROPAGANDA.

Government action, important as it would be in getting Canada to the fore, can only accomplish its best results if representatives from among our manufacturers do the "follow-up work" and come themselves to Spain. It is highly important in this connection that only "authority" men be sent out, as not only a careful study of local conditions and the special needs of the Spanish market can best be made through these personal visits of the heads or directors of home concerns, but in no other way can the Spaniards come to appreciate what goods we have to offer and the kind of people with whom they are dealing.

METHODS OF ADVERTISING.

To supplement this personal propaganda there are of course other mediums which may be used to advantage. For example comprehensible catalogues and literature can be distributed to Spanish Chambers of Commerce, banks, and large and small importing houses; understandable circular letters can be despatched; and trade advertising might be done in some of the leading dailies and local technical reviews as well as in trade magazines which, though printed elsewhere, are circulated throughout Spain. Of course once a Spanish connection is formed various other methods of advertising present themselves, as for instance street car advertisements, window featuring of Canadian wares, a practical demonstration of such goods as agricultural machinery, centrally located offices, theatre advertising, etc., each of which features are used by other countries in pushing their respective trades in Spain.

ELECTRICAL AND GENERAL EXHIBITIONS TO BE HELD IN SPAIN.

Another channel of effective propaganda is the showing of samples and participation in sample fairs. There is being planned a large exhibition of electrical products in Barcelona for probably the last of next year or during the first part of 1921; and Canadian electrical concerns, in view of the importance of electrical development in Spain, to which reference is made further on in this report, might advisedly take part. Moreover in Seville for 1921 and 1922 there is being worked out on an extensive scale a Spanish-American Exhibition, and it is expected that the majority of the South American Republics as well as the United States will be represented. This exhibition will be held in what is one of the finest if not the most beautiful park in Europe, and many special pavilions of most imposing architecture are being constructed for its accommodation. As Canada constitutes the greater part of North America proper, it would seem that a representative exhibit should be in evidence from the Dominion.

THE IMPORTANCE OF SENDING SAMPLES.

The writer was informed again and again of the Spaniard's predilection for seeing samples and the appreciable asset that foreign firm had which was prepared to show its goods and hold stocks of same in a Spanish warehouse or show-room till its merchandise was widely known. One importer in Barcelona told the writer that seeing an illustration of an article in a catalogue or trade magazine was like seeing a photograph of presumably a pretty woman. But on introduction the lady was not infrequently found to be anything but lovely. The secretary of the British Chamber of Commerce at Madrid moreover pointed out a specific case where a Canadian company had sent folders to the Chamber describing its glass churns with the request that the same be shown to possibly interested importing firms in the peninsula. Although several houses were approached, it was generally admitted that without a sample of the churn manufactured it was quite impossible to decide as to its merits and as to the expediency of trying out the Spanish market. Samples therefore wisely employed are often of material assistance.

AN APPRECIATION OF THE SPANISH VIEWPOINT.

If it is important that Spain should know Canada better, it is equally important that Canadians contemplating business with Spain should know and appreciate the methods by which the Spaniard prefers to conduct his business with foreign countries. In fact this appreciation of the Spanish viewpoint with its logical sequence of accommodating the Spanish importer, is most essential to success. Canadian exporters for instance might have better wares, ample means of carrying them to Spain, and a branch office in the country, but if they have all else and lack this willingness to please the buyer, they cannot in a competitive market win permanent success.

THE SPANISH LANGUAGE.

By accommodation the writer refers to those factors in foreign trade about which so much is nowadays written and spoken, but which in isolated cases only are crystallized into definite action in Canada, where an ultra-conservatism seems to persist in many quarters and modern export practice is not sufficiently adhered to. It may seem a hackneyed statement to repeat that the manufacturer or exporter who wishes to carry on business negotiations with Spaniards should do so in the language of Spain. It is to be remembered that at first it will probably be the Canadian who will be obliged to approach the Spaniard, as the latter is receiving many offers from other countries, and it is at least a favourable *entré* to write or to address him in a language always intelligible.

METRIC WEIGHTS AND MEASURES.

But if the Spanish language is a needful qualification, so is the quotation of prices in Spanish currency and according to metric weights and measures. The mention of this point, in view of its admitted advantage, should be enough to emphasize it. A case can easily be imagined of a Russian company some day trying to initiate Canadian business in what to Canada would be a clumsy manner, i.e. by the employment of the Russian language, the Russian currency and the Russian weights and measures. True it is that English, the dollar and the *avoirdupois* tables are often more familiar to the Spaniard than the Russian trio of language, currency, weights and measures would be to Canadians; but a Spaniard always thinks first in his own language and according to his own standards, and other systems are to him at best a clumsy way of expression and a sign of an indifferent desire to please him and obtain his respect.

PRICE QUOTATIONS.

But having adopted the Spanish language and the metric weights and measures, still further accommodation in the quoting of prices reacts favourably on the Canadian exporter. The writer saw not a few letters while in Spain from Canadian firms offering various products *f.o.b.*, some inland Ontario or Quebec city. Now an inland quotation *per se* is highly acceptable to a Spaniard living for example in Madrid, but such inland quotations should refer to an inland point in Spain and not in Canada. Between these two methods of quotation there is a great difference. Of course if the importer lives in a seaport town, e.g. Barcelona, he desires a clear price through to his own warehouse in that city. This is the ideal system of quotation that should be aspired to by our exporting houses. As Germany was prepared to do this in most instances, and other countries were not so inclined, her penetration was made the easier. The Canadian might therefore advantageously be alive to the benefits resulting from such practice. To offer quotations delivered in the importer's stockrooms is not normally as difficult an operation as might first appear and demands but little more trouble on the part of the exporter. In calculating such laid-down quotations it is necessary, in addition to estimating cost, packing, insurance and freight, to take account of lighterage dues if such there are (and in Spanish trade it is always advisable to be informed on this point), all harbour taxes, customs duties, clearing expenses, octroi duties, and if the shipment is to be sent inland, railway freights to destination. This additional information can always be obtained from a reliable transport agent or customs house broker in the port of disembarkation. The writer is convinced that any such extra effort put forward is well worth the endeavour. If, however, products are not quoted *c.i.f.* delivered free to the customer's door, the least the Canadian firm can do is to quote *c.i.f.* Spanish port. The death-knell must be sounded to *f.o.b.* quotations, and imperatively so to *f.o.b.* quotations inland Canadian point.

TERMS OF PAYMENT.

Spain is a country where credit is expected in import trade. To lose sight of this fact is to lose business and safe business. Canadian manufacturers in carrying on domestic trade involving large sums of money recognize this principle of credit, although often in foreign trade they fail to appreciate its *raison d'être*. Export business to be remunerative permanently must be based on confidence in the buyer's ability to pay. This point should need no urging. Especially is its necessity apparent in a country like Spain where the psychological effect of such facilities, other things being equal, will mean repeat orders to the home manufacturer. The Spaniard likes to be trusted, but the question arises, can he be relied upon to meet his financial obligations to foreign suppliers? The writer was careful to inquire into this point, and his findings would warrant him in concluding that credit can be safely granted in Spain on the condition that the Canadian manufacturer or exporter, after first of all doing what he does at home, i.e. posting himself as to the financial standing of the firm in question, finds that the Spanish importer is esteemed worthy of credit to such and such an extent.

The importance of making careful inquiry first, however, cannot be too highly emphasized. A case was brought to the attention of the writer of a Spanish firm which inquired for English agricultural machinery. The inquirers wrote under a most pretentious letter head surrounded by sheaves of wheat and various harvest crops and with indications of branch houses in various Spanish agricultural centres. The English firm without further investigation sold a small order of machinery on a credit basis, only to find out afterwards that the house had absconded and was in fact a specious organization. Investigation of a reliable nature would preclude any such disastrous results. With a Canadian and other British banks in Spain, with reliable rating houses in operation, with Spanish banks themselves prepared to assist in this commercial intelligence work, with a corps of British consuls throughout Spain and the presence of the British Chamber of Commerce, there can be no excuse for being ignorant of the commercial status of any Spanish firm with which it is worth while to do business. Of course as in Canada ordinary business risks must be taken, so in export trade with Spain these similar commercial risks are not absolutely precluded.

TERMS OF CREDIT.

When then are the terms of credit to be adopted if success is to attend Canadian effort? A great deal has been written about the extended credits of German firms. No doubt such facilities assisted in their export trade with Spain as with other countries, but the glowing accounts of their credit system are often unduly exaggerated. In agricultural machinery, where ability to pay often depends on the harvest the German was generally ready to accept whatever reasonable conditions were offered, and for a reaper payment in three yearly instalments was not an uncommon occurrence—one third on the purchase of the machine, and two instalments in accepted bills, the due dates of which would be at the end of the two succeeding harvest seasons. The writer was informed by one of the largest agricultural machinery importers in Spain that the German Transatlantic Bank operating in Madrid and Barcelona would hold accepted bills given by Spanish farmers in payment of their instalments for machinery to a German house for a very large amount and for a period of two or three years. In other products such as heavy machinery exceptional credit facilities were often conceded.

However lenient the Germans were in this respect, it is not necessary to conclude that such terms are indispensable to every contract nor that Germany was always disposed to grant them. The credit conditions which are at least expected by the Spanish purchaser in most trades are 2 per cent cash in thirty days, or net ninety days, in each case from receipt of documents and acceptance of drafts. Other quotations of a more severe nature irritate him and do not win his respect, even if

during the war he has purchased on the best terms obtainable. The "cash against documents" payment and the "cash with orders" payment, for instance must in the interests of Canadian export trade be regulated to the limbo of the past.

In the actual sale of goods to Spain it has been found most generally satisfactory to conduct all credit business on accepted bills of exchange, as in this way the holders are in a much stronger legal position. It is, moreover, customary to remit a draft with bill of lading and invoice to a bank for presentation to the consignee for his acceptance. On the date of maturity the bill is presented by the bank for payment. Although such bills must legally be met before sunset of the day of presentation, and although no grace days are technically allowed, yet it was more than once pointed out to the writer that the Spaniard would often ask to have the draft renewed and that no hard and fast rule should preclude the foregoing of such an accommodation. The Spaniard wants to pay his debts, but he will often request such a facility, and it is generally in the interests of the exporter, in anticipation of further business—provided he knows the importer's financial condition is sound—to meet the customer's wishes in this respect.

Naturally our manufacturers and exporters with a Canadian and British banks in Spain should not find it difficult to negotiate reasonable and yet accommodating payment for the goods they sell.

DELIVERY OF GOODS.

A word about delivery should be useful. The Spaniard wants to know, after he has made up his mind to purchase in Canada, when he can expect shipment and arrival of merchandise. This is most important to the Spanish firm, and even of greater importance to the Canadian if he wishes to build up any substantial trade and retain what trade he gets. Up till now the Canadian exporter has been subjected to many difficulties in guaranteeing any fixed delivery of goods not only to Spain but to Mediterranean countries. He has either shipped—except in rare cases—via New York or via English port of transshipment. This has been necessitated as Canada had no direct steamship service to Spain, and has undoubtedly prevented a great many orders being placed in Canada from Mediterranean centres. Whatever has been the policy in the past, it would now seem an opportune moment to effect a change and ship direct from Canada to Spanish and Mediterranean ports.

To-day freight rates and transportation are against us and will continue to be adverse unless Canada has her own Canadian service direct. In this period of keen commercial competition for overseas trade it is not to be expected that American ship-owners will show any partiality for carrying Canadian goods at the sacrifice of United States interests. The time has apparently come for Canada to look after, so far as possible, the carrying of her own exports and much is being done at present in Canada to realize this ideal.

DIRECT STEAMSHIP SERVICES RECOMMENDED.

As regards a Mediterranean service the writer is of the firm opinion that a steamship connection is one of the first if not the primary prerequisite to successful trading in these European countries.

It does not seem likely, however, that at present Spanish trade would warrant a separate service to Spain alone; but the writer believes that a more extended Mediterranean service touching Spain, France, and Italy is what would most beneficially serve our interests. It might also be further found expedient to touch at Lisbon on the outer voyage. Cadiz with its free port could properly be made a point of call for Canadian trade in Northern Africa, although Barcelona is the port most adapted to meet our Spanish requirements as an unloading centre. Further, Marseilles affords facilities to be considered in connection with Canadian trade with Southern France, while Genoa, Naples, Palermo, and Trieste have also claims upon any Canadian

Mediterranean service. On the homeward route, Valencia and Malaga each would appear during the fall and winter seasons at least to hold out more advantages than Barcelona for ports of call, while Naples rather than Genoa might be made the tap service for Italian freight. At first a six weeks' or two months' service could be established, and even if increased trade was not at once what might be desired, there is no doubt in the writer's mind that, given enterprise and commercial intelligence, the suggested line would be a material asset in our trade expansion with these countries and at no distant date would compensate the efforts put forward for its beginning and operation.

A return cargo of natural and other products could apparently be found for at least six voyages a year. Citrous fruits, citric acid, raisins, almonds, nuts, rice, olives, olive oil, olive oil for soapmaking, cork, some specially tinned products such as peppers, etc., hides and skins from Northern Africa, perfumes, essential oils, salt, red oxide of iron, iron ore, sulphur, silk and hemp are among some of the characteristic articles these three countries export and what they at present could offer Canada in return for Canadian exports.

A passenger service should also prove remunerative, and among other advantages it might encourage more home manufacturers to visit Spain, France, and Italy for personal investigation purposes.

The idea to keep in mind, however, is that Canadian export trade with things as they are is crippled in these Mediterranean countries to no small extent owing to the lack of direct transportation facilities and that a regular service giving satisfactory delivery would mean not only new but repeat orders which are without question the basis on which any permanent trade can be built up.

REPRESENTATION.

The writer does not intend to disparage any one system of representation and to cry up another. The important point is that Canadian firms should be represented in Spain if they wish to do business, especially as Spain is often called the "land of the pedlar." Whether Canadians eventually open up direct agencies or use merchants and exporting houses at home, or whether they employ direct representatives or manufacturers' agents in Spain, or whether trade groups combine and send out a joint permanent representative, are questions which can only be settled as one system or another best suits the manufacturer's individual interests. One firm may find one system the most effective, and another manufacturer may prefer some other method. It may be noted, however, that if the manufacturer is determined to have his money in advance or cash at the seaboard it will generally be found necessary to do business through a middleman.

The ideal to be aimed at, however, is the centralizing of Canadian export business in Canadian hands; and no matter what policy is adopted periodical visits of competent travellers from the home firm should be made. This frequent contact of buyer and seller cannot be emphasized too highly. It is important to study each customer individually, and to find out local customs, conditions and prejudices. When necessary for demonstration purposes technical experts should be sent out, who can make specifications intelligible and who can make the dealer fully acquainted with the Canadian wares. In this connection it may be pointed out that the Spaniard is especially susceptible to friendship, and to treat him as they say in Spain with *simpatia* (sympathy) is to knock down barriers which otherwise might prove obstructive. In other words the social side of the importer should also be cultivated.

Business is not always done during ordinary business hours. The dinner party, the club or the café table for example are often the places where the biggest orders are put through and the most important information obtained, and no representative of a Canadian manufacturer should come to Spain without a salary and allowance which will enable him to live and entertain in a suitable style. It is further to be recom-

mended that, if a competent representative goes to Spain and reports to head office certain changes in policy which if made would tell advantageously in favour of that firm's export trade, such suggestions should be acted upon. Otherwise the traveller, so far as the firm is concerned, might have stayed just as well at home. Actual alterations in the design or finish of goods, however, will depend upon the relative importance of the market and upon the degree of determination the manufacturer possesses in his desire to exploit that particular trade.

PACKING.

The Spaniard has a right to expect that the Canadian goods ordered will arrive in good condition, and it is therefore important to follow detailed counsel and to ship not only when but as instructed. As a general rule for heavy machinery, etc., it may be pointed out that cases should not be too thin; heavy weights demand pine or other soft wood with boards sufficiently wide and thick to ensure safe carriage. The writer was informed, moreover, that a greater resilience in cases was often advisable and that new boxes could always be used to advantage. The corners of packing boxes can be fastened with metal bands even if iron strips are not used for binding the case. Any small articles such as screws, nails or minor parts should be securely held in paper parcels and fastened to the machine itself. As almost all machinery pays duty on gross weights, and as interior packings are also reckoned in the weight for assessment, care should be exercised in reducing the volume of outside packing, where a saving can often be effected by dismantling the machine and fitting the smaller pieces into the larger to fill up empty spaces.

It may be further intimated that hardware for example, should be packed in neat boxes, attractively labelled in Spanish and so prepared as to give a good appearance on the shelves of the Spanish wholesalers' and retailers' shops.

Any case or crate used should have the port of discharge clearly stencilled in Spanish, which language should be used rather than English in any necessary lettering.

It may be added that the temperature of Southern Spanish ports, e.g., Cadiz and Seville, often reach 117° F. in the shade, and that this should be noted in preparing foodstuffs, etc., for shipment.

Faulty packing often tells against the exporter, and the Canadian in his desire to obtain the Spanish customer's approval should see to it that no just criticism can arise on this score. In fact the greatest attention should always be given to both inside and outside packing.

OTHER ESSENTIALS TO SUCCESSFUL TRADING WITH SPAIN.

Extreme care should be taken in making out invoices so that no difficulty will arise with the customs and thereby cause inconvenience to the importer. The Spanish language and the metric system should be used, and the merchandise specified in detail. Locks made of brass, e.g., pay a different duty than those made of iron, and hammer heads are dutiable according to their weight.

A further point brought to the writer's attention was the desirability of using what were called "translatable trade marks," i.e., marking the goods with some object which is intelligible to even the most unintelligent Spaniard. For example the French suppliers of certain edged tools to Spain have been accustomed to stamp on their products a lion's head. By so doing that brand has become widely known as the "lion" brand and is always asked for under that name. Fuller reference has been made to this matter of trade marks in the report on agricultural machinery, and it would be a considerable selling point if Canadian manufacturers in catering to the Spanish market would adopt some such system. The producer's name may of course be added if desired, but a marking such as has been described is what the writer would deem most likely to assist in bringing about permanent success.

Again, a Canadian manufacturer should be scrupulously conscientious in maintaining the quality of his goods and in shipping according to sample. Different importers who were interviewed found fault with other countries for failing to adhere rigidly to this principle.

It hardly seems necessary to point out the inadvisability of breaking contracts once made. Nothing can displease the Spanish customer more and make him impervious to further solicitations for business. All engagements should be punctiliously kept, and a contract once duly entered into with a Spaniard should be filled at any cost by the Canadian manufacturer. Several cases were brought to the attention of the writer where firms of other countries were on the black books of the importer for any further orders.

In concluding these suggestions, it may be mentioned that the slightest improvement of a known model gives the manufacturer of the new model a real advantage over his competitor in Spain. As evidence of this the reader is referred to that part of the report dealing with machine tools.

CONCLUSION.

If then Spain comes to know more about Canada, and Canadian manufacturers begin to appreciate the Spanish viewpoint, trade exchanges will be effected much more easily and with greater benefit to both parties. In the last analysis of course trade generally goes where quality and price best correspond to the buyer's needs, but apart from the actual article and the price itself there are many other essential factors in building up our export trade with Spain, and it has been the writer's endeavour to present, on the basis of his findings, at least some of the more salient of these export trade accessories.

The writer's conclusion is that any considerable trade expansion between Canada and Spain will depend upon the strength of the initiative we Canadians take and the wisdom with which we conduct any Spanish campaign. Intelligence, enterprise, patience and expenditure are all needed for the conquests of new markets and it is fundamentally wrong to withdraw if profits do not appear immediately, provided we have what the Spaniard wants.

Finally, permanent success will attend only those Canadian houses which are prepared to give the Spaniard at least the terms of our strongest competitors.

INDUSTRIAL AND COMMERCIAL FAIR IN BARCELONA, SPAIN.

A committee has been formed in Spain charged with the work of organizing industrial and commercial fairs in that country. The first of these—which it is intended to hold annually—will take place at Barcelona from May 15 to 30, 1920.

MOVEMENTS OF CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following table gives the movements of the visiting Trade Commissioners:—

D. H. Ross, Melbourne..	Sailing from Vancouver for Australia November 24.
W. A. Beddoe, Auckland..	Sailing from Vancouver for New Zealand. November 24.
W. J. Egan, Cape Town..	Leaves Canada for South Africa by way of England November 25.
Harrison Watson, London..	Sails from Quebec for England November 25.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners may address them, care Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

SHIPPING DEVELOPMENTS DURING THE WAR.

ACTING TRADE COMMISSIONER C. G. VENUS.

London, October 29, 1919.—The report just issued by Lloyd's Register of Shipping, reviewing the operations of the society during the year ended June 30, 1919, together with a general survey of the work which it carried out during the war, forms a valuable supplement to the statistics of the world's mercantile tonnage published in August by the society, which were dealt with in the report of this office published in *Weekly Bulletin* 813, page 418.

STATISTICS OF CLASSIFICATION IN LLOYD'S REGISTER BOOK.

The following table shows the number and tonnage of vessels classed in Lloyd's Register Book, June 30, 1919:—

Material of Construction.	Description.	British.		Other Countries.		Total.	
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Iron and Steel....	Steam.....	5,038	11,778,370	3,074	9,332,309	8,112	21,110,679
	Sail	136	127,749	301	482,983	437	610,732
Wood and composite.....	Steam and Sail	125	89,592	82	130,457	207	220,049
Total.....		5,299	11,995,711	3,457	9,945,749	8,756	21,941,460

NEW VESSELS CLASSIFIED DURING 1918-19.

During the year classes were allotted by the committee to 1,251 vessels of 3,801,221 tons gross, of which the United States built the largest number, viz., 470 vessels of 1,883,759 tons, the United Kingdom 579 vessels of 1,265,036 tons, Japan 70 vessels of 355,304 tons, and Canada 87 vessels of 199,941 tons.

Included in the total were 156 vessels of 943,487 tons, built upon the Isherwood system of longitudinal framing, of which 35, of 204,637 tons, were intended for carrying oil in bulk. The total number of oil tankers (including two vessels carrying oil cylindrical tanks) was 63, of 360,405 tons, and there were also classed 211 vessels of 1,193,659 tons fitted for burning oil fuel.

It is interesting to compare the foregoing figures with the new tonnage classed by the society during the last ten years:—

Year.	Steam. Tons.	Sail. Tons.	Total. Tons.
1909-10..	923,703	6,243	929,946
1910-11..	1,089,123	9,353	1,098,476
1911-12..	1,455,988	12,178	1,468,166
1912-13..	1,643,250	21,417	1,664,667
1913-14..	2,014,397	5,788	2,020,185
1914-15..	1,289,827	5,796	1,295,623
1915-16..	789,688	521	790,209
1916-17..	1,371,915	4,210	1,376,125
1917-18..	2,552,607	16,517	2,569,124
1918-19..	3,760,806	40,415	3,801,221

It is also stated that during the twelve months ended June 30 plans were passed for the construction of 1,136 vessels, representing 3,644,000 tons, to be built under the society's survey with a view to classification in Lloyd's Register Book.

SHIPBUILDING IN THE UNITED STATES.

Details are given in the report of the co-operation extended by the society to the American shipbuilding industry, the output of which grew from about 200,000 tons gross per annum at the outbreak of war to a capacity at the date of the armistice of a collective annual production of about 3,500,000 gross tons.

A noticeable feature of the American development was the revival of the use of wood for the construction of both steamers and auxiliary vessels, and it is remarked that, owing to the fact that these boats were built at a time when speed in completion was the first consideration, the employment of unseasoned timber could not be avoided. Moreover, it is not considered that wood shipbuilding will be continued to anything like the same extent under present conditions.

CONSTRUCTION IN CANADA.

The report refers to the great expansion in the shipbuilding industry of Canada during the war, stating that in June, 1914, the total tonnage recorded by Lloyd's Register as under construction (whether intended for classification or not) consisted of 18 vessels of 14,184 tons gross. At the end of June, 1917, the society's surveyors had under survey with a view to classification 26 vessels of 75,698 tons, and at the end of June, 1919, 59 vessels of 155,542 tons, of which 43 ships of 134,757 tons are of steel.

FERRO-CONCRETE VESSELS.

The shortage of steel, and scarcity of skilled labour during the war, led to the development of the use of reinforced concrete for ship construction, and in this country orders were placed by the Admiralty for tugs and barges, intended mainly for service in cross-channel passages between England and France. Reinforced concrete had already been used as a material of construction in the case of a few small vessels built in Scandinavia and the United States. The original building programme of ferro-concrete vessels which was adopted as a war emergency measure was reduced on the cessation of hostilities, but considerable progress has since been made with the remaining vessels, about 20 of which have received the society's classification, in addition to three coasting ships built for private owners.

SIZES AND TYPES OF VESSELS.

The largest vessels which received the society's classification during the year 1918-19 were:—

Minnedosa, 13,972 tons, Canadian Pacific Railway Company.
San Florentino, 12,842 tons, Eagle Oil Transport Company.
Macharda, 10,464 tons, T. & J. Brocklebank, Ltd.
Kent, 9,857 tons, Federal Steam Navigation Co.
Jacques Cartier, 9,717 tons, Cie. Generale Transatlantique.

In this connection it should be borne in mind that, during the war, the necessity of concentrating on the production of cargo vessels of standard types precluded any advance in the construction of very many large ships.

OIL ENGINES.

During the past five years there was a great development in the manufacture of Diesel engines intended for submarines and other war vessels, but owing to war conditions the output of these engines for merchant ships did not progress to such an extent as had been anticipated.

Several vessels of considerable size fitted with Diesel engines have, however, been built during the war to the society's classification. The largest engines of this type which have been made for any merchant vessel are the twin-screw engines of the

motor ship *Glenapp* (7,374 tons gross), built in 1918, and it is now affirmed that there are sixty-nine ships in service using Diesel engines which have been constructed in accordance with the society's rules, an important feature of this wider adoption of internal combustion engines for marine purposes being their increasing application to vessels of much greater size and power.

GEARED STEAM TURBINES.

There has also been a remarkable increase during the last two years in the number of vessels built to the society's classification in which geared turbines have been fitted.

During the year ended June 30, 1917, twenty-three new vessels of 153,805 tons equipped with geared turbines were classed by the society; in the year 1918, seventy-two vessels of 367,960 tons; while in 1919 the figures reached 183 boats of 1,051,302 tons.

COLD STORAGE.

Another phase of the society's activities is in connection with cold storage accommodation.

According to their report, the cold stores of this country have been very widely extended in the latter part of the war under the direction of the Ministry of Food. Amongst the most important developments along this line may be mentioned the Union Cold Storage Company's store at Alexandra dock, Liverpool, the port of London authority's extension at the Royal Albert dock, the Trafford Park Estates store at Manchester, the extension of the Manchester Ship Canal Company's stores, the Clyde Storage Company's Store at Glasgow, the Bristol Corporation's store at Royal Edward dock, Avonmouth, and the Government store at Devonport. The collective capacity of new stores and extensions which have come under the survey of the society represents over 7,500,000 cubic feet, out of a total accommodation at the present time of 26,000,000 cubic feet.

It is also stated that at an early stage of the war the demand for ships fitted with refrigerating installations enabling them to carry meat for the use of the Allied armies, became abnormal, and every effort was made to complete vessels which were under construction in the United Kingdom for this special trade; whilst in other boats, originally intended for the carriage of fruit, the installations were modified to enable them to take meat. Then, for some time, little further progress was made in the United Kingdom in building refrigerated vessels, but later on arrangements were made for a number of the "standard" ships to be equipped with these appliances.

There are at present under construction in this country and abroad twenty vessels of large carrying capacity which are being fitted with refrigerating installations under the society's survey. Five of these are being built in Denmark and are intended for the transportation of fruit.

At the end of June, 1919, 185 vessels held the society's certificate in respect of cold storage accommodation as against 176 in 1914.

A large increase is also reported in the number of vessels of this type owned abroad. Of the 185 ships mentioned above, eighteen are registered in the United States and three in Japan, and, in view of the small quantities of meat which were admitted into continental countries in pre-war days, it is of interest to note that there are now thirteen French and ten Italian ships holding the society's refrigerating certificate.

ELECTRIC WELDING FOR SHIPBUILDING.

Another feature dealt with is the progress which has been made in the development of welding, which would now appear to justify the consideration of proposals to use this process as a means of replacing the usual riveted connections of struc-

tural work of primary importance; its employment in the past having been confined to those parts of the structure which are not likely to be subjected to severe stress, and to repair work.

Exhaustive experiments into this matter have been conducted by the society, as a result of which provisional rules have been framed for the classification of vessels in the construction of which welding processes have been partially employed, instead of the customary riveting methods.

NOTICE TO CANADIAN FIRMS REQUIRING GERMAN DYES.

The Canadian Trade Commission announces that it is prepared to receive applications from Canadian firms requiring German dyestuffs upon which the Allied Governments have an option under the Peace Treaty. Interested parties are invited to communicate with the Canadian Trade Commission and obtain forms on which applications may be made for estimated requirements for the next six months. Any demand which appears to be excessive will not be acted upon until the matter has been investigated and found satisfactory. The applicant is obliged to sign a declaration that the dyes asked for are unobtainable on reasonable terms from British, United States or Swiss sources.

While the Allied Governments have an option on German dyestuffs and chemical drugs, it is not intended that it should be exercised except for such as are urgently required. Before the war the main sources of supply for Canada were Germany and Switzerland, but since then a large capacity for production has been established in Britain and United States. This is especially so with regard to colours most easily produced, but there are some high-grade dyestuffs of which Germany made a specialty. It is these colours that Canadian industries will likely require from Germany.

It has been decided that the most convenient method of Canada obtaining her portion of allocated dyestuffs will be through the machinery established in the United Kingdom for making supplies available to consumers. Canada's application will therefore be made to Britain through the Canadian Trade Commission.

MARKET FOR AUTOMOBILE TIRES IN THE UNITED KINGDOM.

TRADE COMMISSIONER J. E. RAY.

Manchester, October 28, 1919.—Canadian manufacturers in a position to export motor-car and motorcycle tires should find the British market worthy of attention at the present time. Makers of cars and cycles are faced with what is termed by some authorities on the subject as a "tire famine." It is realized that the tire shortage is world-wide, but it is evidently much more acute in Europe than on the American continent. Central Europe was prevented by the blockade from importing rubber to any appreciable extent during the war, consequently, present and future demands of its people are likely to accentuate the general "famine," and to create an unprecedented call for both the raw material and the finished article.

In the United Kingdom it is reported that the output of cars and cycles is seriously impeded by the dearth of tires, and no immediate relief appears to be in sight. The growers of rubber, although in a position to ease the situation, are hampered by the meagreness of shipping facilities, and it is anticipated that many months must elapse before the factories can expect appreciable relief in the way of raw material. Growers and tire manufacturers realize also that the demand for motor vehicles being so much greater than it was in 1914, production on a pre-war basis will not solve the problem. More raw material must be produced, if the supply is to keep pace with the demand.

BRITISH IMPORTS.

The following statistics show the value of tires imported by the United Kingdom during 1914 and 1918, and the countries of origin:—

Rubber Tires and Tubes (not Imported with Complete Motor Cars).

	1914. Value.	1918. Value.
Russia..	£ 152,304	—
Germany..	426,566	—
Belgium..	116,025	—
France..	331,070	£251,766
Switzerland..	1,139	52,568
Italy..	588,202	71,801
United States..	270,550	210,755
Other foreign countries..	2,198	—
Total from foreign countries..	£1,888,054	£586,890
Total from British possessions..	£4,752	£15,755
Total..	£1,892,626	£602,645

Rubber Tires and Tubes (not Imported with Complete Motor Cycles).

	1914. Value.	1918. Value.
Germany..	£ 8,811	—
France..	26,253	£15,529
Other foreign countries..	4,644	44
Total from foreign countries..	£39,708	£15,753
Total from British possessions (Canada).	1914. Value. 1916. £1,605	1918. —
Total..	£39,708	£15,753

In the above tables it will be noticed that large supplies of tires were imported from Germany in the year 1914.

DEMAND FOR CANADIAN HAY IN ENGLAND.

TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, October 27, 1919.—In a report dated September 11, it was stated that there was an urgent demand for Canadian hay, many inquiries having been received from importers who were prepared to take large quantities.

It was believed, however, that space shortage and high freights would make business impossible, as a delivered price of about £12 would be necessary in order to meet competitive conditions.

Since that date, however, the shortage has been accentuated, prices have advanced, and certain quantities of Canadian hay have reached Liverpool, in spite of space and rate conditions, while further arrivals are in prospect. Canadian hay will find a market at a delivered price of £14 to £15, and possibly £16, per ton.

Further inquiries have been received from importers, who are very urgent in their desire to get into touch with exporters. A list of names may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, quoting file No. 24265.

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from Mr. J. Forsyth Smith, Fruit Commissioner, Liverpool:—

Glasgow (November 12): About 21,000 boxes of British Columbia apples arrived on ss. *Melita* and ss. *Saturnia*; condition and quality excellent; 11,365 boxes sold at auction: No. 1 and No. 2 Cox's Orange 20s. 10d., No. 1 McIntosh Red 20s. 10d., No. 2's (8,331 boxes) sold from 19s. 6d. to 20s. 10d., with the largest proportion at 20s. 10d. No. 1 Jonathans sold at private sale 20s. 10d.

Glasgow (November 12): 6,278 barrels of Ontario apples ex ss. *Melita* and ss. *Saturnia*: No. 1 and No. 2 Kings 67s. 8d., No. 3's 44s.; No. 2 Golden Russet 32s., No. 3's 21s.; No. 1 Canada Red 47s.; No. 2's 43s., No. 3's 23s.; No. 1 Mann 36s., No. 2's 30s., No. 3's 24s.; No. 1 Stark 42s. to 49s., No. 2's 33s. to 40s.; Domestic, few best lots 37s., others 25s. to 29s., No. 3's 23s. to 30s.; No. 1 Ben Davis 40s. to 45s., No. 2's 30s. to 36s., Domestic 26s. to 29s., No. 3's 20s. to 23s.; No. 1 Baldwin, few best lots 62s. to 67s., others 51s. to 59s., No. 2's, few best lots 56s. to 60s., others 40s. to 45s., Domestic 34s. to 40s., No. 3's 25s. to 33s.; No. 1 Cranberry 60s., No. 2's 53s., Domestic 46s.; No. 1 Spy 67s. 8d., No. 2's 60s. to 67s. 8d., Domestic 39s. to 48s., No. 3's, few best lots 44s. to 48s., others 40s. to 48s.; No. 1 Greening 38s., Domestic 20s. Ontario boxed apples ex ss. *Saturnia*, Kings, Baldwins, Sutton's Beauty and Cranberry, No. 1's 20s. 10d.; No. 2 Baldwin 19s. 6d. to 20s. 10d., No. 3's 19s. 6d.; No. 2 Sutton 20s. 10d.; No. 2 Ontario 15s. 6d. to 18s.; No. 1 Greening 18s., No. 2's 16s.; No. 1 Fallawater 15s.; No. 1 Peewaukee 16s., No. 2's 15s.; No. 1 Hubbardson 18s. 6d. 9,124 barrels of Nova Scotian apples ex ss. *Tanaqua*: Kings, No. 1's, few best 50s. to 55s., others 42s. to 48s.; No. 2's, few best 46s. to 52s., others 40s. to 46s., Domestic few best 26s. to 32s., others 21s. to 26s., No. 3's 23s. to 28s.; No. 1 Blenheim 25s. to 31s., No. 2's 19s. to 26s., Domestic 18s. to 23s., No. 3's 17s. to 21s.; No. 1 Ribston 20s. to 27s., No. 2's 19 s. to 25s., Domestic 16s. to 20s., No. 3's 15s. to 23s.; No. 1 Fallawater 38s., Domestic 28s.

Manchester (November 11): California Red Pearmain 11s. to 12s. per box, Newtowns 20s. 10d. Maine Baldwins 14s. to 16s. per case. Keiffer pears 40s. to 70s. per barrel. Washington Winter Nelis pears 28s. to 30s. per box; California Duchess pears 30s. to 32s. per box.

Liverpool (November 12): 1,780 barrels Ontario apples ex ss. *Megantic*: Ben Davis, No. 1's 40s., Domestic 23s. to 24s.; Stark, No. 3's 28s.; Greenings, No. 1's 39s. offered but not accepted, Domestic held at 30s., unsold; Pewaukee, No. 1's 34s. 6d.; Spys, No. 1's 60s., No. 2's 43s. to 45s. offered but not accepted, Domestic 37s. to 40s., No. 3's 25s. 6d.; Baldwins, No. 1's 54s., No. 2's 33s. to 35s., Domestic 31s. 6d., No. 3's 25s. 268 boxes Ontario apples ex ss. *Megantic*: Baldwins, No. 1's 13s. 9d., No. 2's 13s., Kings, No. 1's 15s. 6d.; Greenings, No. 1's 11s. 6d.; Maine barreled apples, Baldwins, No. 1's, few best lots, 40s. to 46s., others 30s. to 37s.; Spys, No. 1's 52s., No. 2's 32s. Bushel cases, Baldwins, 9s. to 12s., Russets, 19s. 2d. California Newtowns 20s. to 20s. 10d. Oregon Anjou pears 16s. to 25s. per box.

Manchester (November 13): 2,792 boxes British Columbia apples ex ss. *Manchester Hero*: No. 1 McIntosh 19s. to 20s., No. 1 Jonathan 19s. to 20s. 10d.; No. 1 Maine Baldwins 33s. to 35s. per barrel, No. 2's 26s. to 29s.; No. 1 Spy 39s. per barrel, No. 2's 35s. 6d.; Boston crates, Baldwin 11s. 9d. to 12s. 9d.; Keiffer pears 61s. to 63s. per barrel. 578 boxes British Columbia Transcendent crabs ex ss. *Caledonia*, in bad condition, offered at auction but no bids.

Liverpool (November 14): 250 boxes British Columbia apples ex ss. *Megantic*: No. 1 McIntosh, sizes 125 to 163, 20s., sizes 96 to 113, 18s. to 18s. 3d. 654 barrels of

Ontario apples ex ss. *Megantic*: No. 1 Baldwin 45s., No. 2's 30s. to 34s.; No. 1 Stark 34s. 6d.; No. 2 Spy 40s.; No. 1 Greening 36s., Domestic 30s.; No. 2 Ben Davis 29s., No. 3's 23s. 6d.; mixed varieties, Domestic 25s., No. 3's 23s. 6d. American Baldwins 36s. to 45s. per barrel and 10s. 9d. to 13s. per crate. Oregon Anjou pears (over-ripe) 10s. 9d. to 12s. 6d. per box.

London (November 14): Market heavily loaded and weakening decidedly; barrel apple movement very slow. English apples, best cookers, 7s. 9d. per bushel, common 4s., Blenheims 10s. to 12s.; Cox's Orange 6s. to 10s. per half bushel, Kings 5s. 6d. to 6s. 6d. Nova Scotian apples ex ss. *Ariano*: No. 1 Kings, few best packs, 60s., Nos. 1 and 2, few best 45s. to 55s., others 36s. to 40s., Domestic, few best 25s. to 30s., others 17s. to 25s., No. 3's, few best 28s. to 30s., others 16s. to 25s.; No. 1 and No. 2 Ribston 35s. to 40s., Domestic 17s. to 28s., No. 3's 23s. to 28s.; No. 1 and No. 2 Blenheim, few best packs 35s. to 40s., others 28s. to 36s., Domestic 23s. to 27s., No. 3's 20s. to 27s.; No. 1 and No. 2 Hubbardson 35s.; No. 1 Cox's Orange 55s. to 60s. per barrel, 30s. per half barrel and 18s. to 20s. per box; No. 2 Cox's Orange 40s. to 45s., No. 3's 33s. to 36s.; No. 1 Baldwin 40s. to 45s.; No. 1 Stark 40s.; No. 1 and No. 2 Pewaukee 30s. to 35s. American Newtowns and Jonathans, maximum. 950 boxes British Columbia Cox's Orange ex ss. *Montcalm*, in very bad condition, pitted; mostly sizes 96 to 113, which are expected to realize 6s., sizes 175 to 200 in better condition, 20s.

Note.—British Columbia boxes are arriving at Glasgow and Manchester without shipping marks. Please advise shippers when exporting to different consignees at same port, every box must be stamped on end with name of consignee or other distinguishing initial; otherwise impossible to identify consignee.

Manchester (November 18): 5,530 boxes of British Columbia Wealthies ex ss. *Manchester Hero*: No. 1's 19s. 3d., No. 2's, sizes 96 to 113, 12s. 6d. to 15s. 9d., sizes 125 to 163, 17s. 9d. to 18s. 9d., sizes 175 to 200, 15s. 9d. to 17s. 3d. No. 1 Maine Baldwins 29s. to 35s. per barrel, No. 1 Ben Davis 23s. to 25s.

Glasgow (November 18): 1,600 barrels of Ontario apples ex ss. *Saturnia*: No. 1 Baldwin 42s., No. 2's 32s. to 36s., Domestic 23s. to 26s., No. 3's 22s. to 30s.; No. 1 Spy 42s. to 49s., No. 2's 40s. to 48s., No. 3's, best packs 32s. to 35s., others 24s. to 29s., Domestic 32s.; No. 1 Stark 40s., No. 2's 32s. to 38s., No. 3's 18s. to 25s.; No. 1 Golden Russet 32s. to 34s., No. 2's 23s. to 27s., No. 3's 16s. to 17s.; No. 1 Cooper's Market 48s., No. 2's 41s., No. 3's 26s.; No. 1 Ben Davis 34s. to 40s., No. 2's 25s. to 33s., No. 3's 18s. to 19s.; No. 1 Mann 33s., No. 2's 20s., No. 3's 15s. 4,600 barrels of Nova Scotian apples ex ss. *Malvern Range*: No. 1 King 38s. to 45s., No. 2's 28s. to 36s., Domestic 20s. to 28s.; No. 1 Blenheim, few best packs, 32s., others 22s. to 25s., No. 2's 20s. to 25s., Domestic 16s. to 23s., No. 3's 15s.; No. 1 Ribston 18s. to 25s., No. 2's 17s. to 20s., Domestic 14s. to 18s.; No. 1 Stark 27s., No. 2's 21s., Domestic 18s. to 21s.; No. 1 Pewaukee 22s., No. 2's 21s., Domestic 18s. 6d., No. 3's 15s. 6d.; No. 1 Hubbardson 22s. 6d., No. 2's 20s.; Domestic 19s.; Greenings, No. 1's 25s., Domestic 19s. to 20s.; No. 1 Wagener 37s.; No. 2's 35s. 904 barrels of Nova Scotian apples ex ss. *Tamaqua*, mostly slack: No. 1 King, best packs 35s., others 21s., Domestic 17s. to 23s., No. 3's 15s. to 20s.; No. 1 Blenheim 16s. to 20s., No. 2's 12s. to 13s., Domestic 13s. to 20s., No. 3's 13s. to 15s. No. 1 Ribston 18s. to 22s., No. 2's 18s., Domestic 14s., No. 3's 13s. to 14s. Buyers well supplied with fruit from previous sale and bidding very draggy. None but best fruit wanted.

London (November 18): 11,449 boxes of British Columbia apples ex ss. *Terentia*, opening at maximum. California Yellow Newtowns 19s. to 20s. 10d. per box. Oregon Winter Nelis and Anjou pears 35s. to 37s.

THE ROYAL BANK OF CANADA IN SPANISH AMERICA.

The Royal Bank of Canada opened a branch in Rio de Janeiro, Brazil, on October 1. A branch of the bank was opened in Buenos Aires, Argentine Republic, on November 3, and it is anticipated that before the end of the present year branches will be in operation in Montevideo, Uruguay, Sao Paulo and Santos, Brazil, and Barranquilla, Colombia. The Royal Bank of Canada has already branches in the following centres of Venezuela: Caracas, Ciudad Bolivar, Maracaibo and Puerto Cabello. The bank has had branches throughout the British West Indies and Central America for some time.

The general manager states that the managers of any of the branches of the Royal Bank of Canada in the British West Indies, Central America and South America, will be glad to answer trade inquiries regarding opportunities in the markets of those countries. Special facilities will be given for the collection of bills and financing of shipments. There has recently been organized at the head office of the Royal Bank of Canada in Montreal, a special commercial department, the activities of which will be devoted to the encouragement of Canadian trade with the countries in which the bank has branches. Credit information, market prices of leading products, trade inquiries and general information will be collected, tabulated and made available for the use of Canadian firms.

THE MARKET FOR WOODEN HOUSES IN GREAT BRITAIN.

Recently, as announced in *Weekly Bulletin* 819, page 744, the British Government has modified building regulations, permitting the erection of wooden houses. The British newspapers have devoted a great deal of attention to the question of substituting wood for brick or stone in building houses, and there has been a very great diversity in the statements of costs published, the saving to be effected varying in the different statements all the way from 6 per cent to 66 per cent. The question of importing mill-cut houses from British Columbia has been considered, and it has been stated that the Agent General for British Columbia has received nearly 1,000 inquiries from people anxious to buy them. British Columbia has an exhibit of British Columbia woods in London, and the beautiful finish which they take has created a favourable impression. The British Ministry of Health is stated to have ordered a sample wooden house to be made in British Columbia in accordance with specifications prepared by the Ministry of Health for a two-story building. The Agent General of British Columbia, in referring to this sample wooden house, is reported to have said that while British Columbia could supply wooden houses, the British Ministry of Shipping would have to arrange to get them from British Columbia to the United Kingdom.

One of the two firms engaged in the ready-cut house business in British Columbia, wrote that they have made very good progress in a campaign to sell their ready-cut houses in the United Kingdom. On the other hand, a letter from the British Columbia secretary of the Canadian Manufacturers' Association says: "From the present condition of the lumber market here, and the large local demand for portable houses, together with the nearer export markets offering for same, it would not appear that the local manufacturers are going to be in a position to cater to the British market for these buildings, should such a market develop."

A prime difficulty, as suggested above, in regard to the importation into Great Britain of ready-cut portable houses, is the question of shipping, a fact which is emphasized in *Housing*, the official journal of the British Ministry of Health. As an example of this difficulty, according to the last advices, three houses that have been on order in British Columbia since May, are still awaiting shipment. This difficulty does not apply to houses which are erected in Great Britain, where there are now

relatively good supplies of timber, and arrangements are being made under the modified regulations to construct type of timber bungalow which is entirely standardized and built up in sections. According to *Housing*, the following represent the various items in the cost of a portable house imported from British Columbia:—

Cost of bungalow of standard accommodation f.o.b., Vancouver...	£400
Adverse rate of exchange, 3s. in the £...	60
Freight, 15 tons at £7...	105
Unloading from ship, loading into trucks, unloading and delivery on site.	25
Preparation of site, drains, cost of erection. and necessary fitments..	200
	<hr/> £790 <hr/>

In *Weekly Bulletin* 823, published November 10, the following articles on the subject appeared: "Types of ready-made houses wanted in Scotland" (p. 915); "The cost of wooden houses in England," a report of an address by Dr. Addison, the British Minister of Health (page 916); and "Relaxation of building by-laws in the United Kingdom to permit the erection of wooden houses" (page 917).

RELAXATION OF BUILDING BY-LAWS IN THE UNITED KINGDOM TO PERMIT THE ERECTION OF WOODEN HOUSES.

The following regulations of the British Ministry of Health (Temporary Relaxation of Building By-laws), 1919, dated October 13, have been received from the Canadian High Commissioner, London (see also *Weekly Bulletin* 823, page 917):—

The Minister of Health, in pursuance of the powers conferred on him by subsection (1) of section 25 of the Housing, Town Planning, etc., Act, 1919, and of all other powers enabling him in that behalf, hereby makes the following regulations:—

1. These regulations may be cited as "The Ministry of Health (Temporary Relaxation of Building By-laws) Regulations, 1919."

2. A local authority, notwithstanding the provisions of any building by-laws,* may, during a period of three years from the 31st day of July, 1919, consent to the erection and use for human habitation of any building erected or proposed to be erected which complies with the conditions set out in the schedule hereto.

3. The deposit to be received from a person appealing to the Minister of Health against the neglect or refusal of a local authority to give such consent as aforesaid, or against the conditions on which such consent is given or against the decision of the local authority as to the period for which the building may be allowed to be used for human habitation, shall be the sum of ten pounds: provided that the Minister of Health may in any case, if he thinks fit, require a deposit of less than ten pounds or may dispense with a deposit.

SCHEDULE.

Conditions to be complied with in the case of buildings to be used for human habitation which do not comply with the by-laws.

1. The whole ground or site of the building within the external walls shall, wherever the dampness of the site or the nature of the soil renders this precaution necessary, be covered with a layer of good cement concrete at least four inches thick, finished shovel face. Provided that this condition need not be complied with in the case of a building already erected at the date of the making of these regulations and not subsequently re-erected.

* Section 40 of the Housing, Town Planning, etc. Act, 1919, enacts that, for the purposes of Part I of the Act, the expression "Building by-laws" includes by-laws made by any local authority under section one hundred and fifty-seven of the Public Health Act, 1875, as amended by any subsequent enactment, with respect to new buildings including the drainage thereof and new streets, and any enactments in any local Acts dealing with the construction and drainage of new buildings and the laying-out and construction of new streets, and any by-laws made with respect to such matters under any such local Act.

2. (1) Each external wall of the building shall either—

- (a) to a height of not less than 6 inches above the surface of the ground adjoining the wall be constructed of good cement concrete not less than 6 inches thick, or of brickwork composed of good whole bricks not less than $4\frac{1}{2}$ inches thick, all brickwork or stonework in the wall to be properly bonded and solidly put together with good lime or cement mortar; or
- (b) be carried at a height not less than 6 inches above the surface of the ground adjoining upon sufficient piers constructed of good bricks, stone, or other hard and suitable materials similarly bonded and put together, or of good cement concrete.

(2) Each external wall or pier of the building shall rest on concrete or on some other solid and sufficient foundation.

(3) Each external wall of the building shall be provided with a proper damp-proof course of asphalt, or slates laid in cement, or of some other not less durable material impervious to moisture, beneath the level of the lowest floor and of the lowest timbers, and at a height of not less than 6 inches above the surface of the ground adjoining the wall.

(4) Provided that the foregoing requirements of this section shall not apply to any building already erected at the date of the making of these regulations, and not subsequently re-erected, which rests upon wooden piles, or similar supports, of sufficient strength and in sound condition.

3. Every external wall of the building shall be constructed of good and suitable material and so as to be of sufficient stability and weather-proof.

4. The roof of the building shall be so constructed and supported as to be of sufficient stability and shall be covered externally with suitable fire-resisting and weather-proofing material.

A ceiling of good plaster or other suitable material shall be provided over every habitable room, and where the room is partly in the roof, the soffits of the roof shall be ceiled off with good plaster or other suitable material.

5. Where the building is intended to form two or more dwellings, the dwellings shall be separated by solid partitions of incombustible material not less than 3 inches thick, carried up to the under side of the roof-covering and resting throughout their entire length on solid continuous walls which as regards construction and damp-proof course shall comply with the provisions of section 2 of this schedule.

HOUSE SHORTAGE IN UNITED KINGDOM.

The Wooden Dwellings Norway Makes.

Attention has been attracted in Norway (says the *Christiania* correspondent of the *Times*) to the demand in England for wooden houses. The chief factory for the manufacture and export of ready-made wooden houses is the Strømmen Travare Fabrik, near Christiania. The houses made by this firm have six rooms, and they vary in the matter of style, size, and comforts, and therefore in price.

One type which is recommended as being particularly suitable is a house in the cottage style with three rooms on the ground floor. The following are some of the dimensions:—

Diningroom, 19 feet by 16 feet.

Bedroom, 15 feet by 15 feet, and 15 feet by 10 feet.

Hall, 10 feet by 9 feet.

Kitchen, 10 feet by 11 feet.

Servants' room, 6 feet by 9 feet.

Bath, 6 feet by 9 feet.

Pantry, 5 feet by 4 feet.

Passage, 10 feet by 5 feet.

Two verandahs, 13 feet by 5 feet and 11 feet by 5 feet.

The height of the ceiling is 10 feet 6 inches. All the woodwork is ready for reconstruction to be delivered f.o.b. Christiania. The cubic content is 1,900 cubic feet, the weight $20\frac{1}{2}$ tons, and the ground floor area 1,300 square feet. The cost is £488. Such a house can be delivered f.o.b. Christiania in six weeks after the order is received.

As regards durability, wooden houses can fairly be said, after a century's experience in Norway, to last as long as brick if kept properly in repair.

The wooden house industry in Norway, after thirty-five years' experience, has now developed to great perfection, and the wooden house offers a satisfactory solution of the housing problem.

WOODEN HOUSES IN BRITISH COLUMBIA.

Regarding the durability of wooden houses, a British Columbia correspondent of the same paper says:—

The climatic conditions of Vancouver, B.C., are about the same as prevail in England. The houses built there are usually mortgaged for twenty years; my experience of twenty-two years in this province has been that if a house is given paint yearly, and built on a concrete foundation, and if air is allowed to circulate freely through walls and roof, sixty years would be nearer the length of life.

I have built a great number of these houses, varying from four to ten rooms, costing from \$600 to \$4,000, or £125 to £800, including heating, lighting fixtures, all bathroom fixtures, built-in furniture, with labour at a higher figure than is now asked here.

With system, and the amount of wood available at present, these figures should not be exceeded at the present time in building in any part of this country.

A BRITISH ARCHITECT'S OPINION ON THE NEED FOR WOODEN HOUSES.

Lecturing before the Society of Architects Sir Charles Ruthen, a member of the council, produced figures as to the country's housing needs and said that if the output of bricks increased 250 per cent it would be some fifteen or twenty years before the present shortage would be overtaken. At the present time seven million people were improperly housed. The facts, he stated showed the impossibility of production of brick houses and the crying need of the immediate use of wood in building.

He estimated that if the housing problem is to be handled in any degree satisfactorily during the next five years a grand total of 1,044,000 houses must be erected or well over 200,000 each year. Calculating twenty-five thousand bricks to each house this would mean that five thousand million bricks would be required each year. To secure this amount two and a half times the number of workmen engaged in this industry before the war must be found to meet the demand.

RAPID HOUSE BUILDING IN ENGLAND.

Sir Charles T. Ruthen, architect to the British Office of Works, has recently erected three cement and wood houses at Newton, near Swansea, which were ready for occupancy in 30 days, says the *United States Commerce Reports*. To a *Times* representative Sir Charles stated that the system of construction he adopted has been successfully applied for generations. The actual cost of the shell of the structure was less by \$1.68 per superficial yard than the same shell would have cost if 11-inch hollow brickwork had been used. The total saving in the erection of the shell of each house was not less than \$625. As 200,000 houses must be built per annum for the next five years, he is convinced that pre-war house building methods must be radically altered to meet the emergency.

IMPORTANT INSURANCE AMALGAMATION.

Mr. C. G. Venns, Acting Canadian Trade Commissioner in London, sends under date October 31, the following note on a recent insurance amalgamation in England:—

London, October 31, 1919.—The announcement has just been made of the fusion of the Royal Insurance Company and the Liverpool and London and Globe Insurance Company, the new venture forming the largest insurance consolidation in the world.

Although the combined paid-up capital of both concerns is relatively small (some £800,000), their total funds aggregate about £38,500,000, while the joint premium income of the new organization, based upon the individual receipts of the two companies during last year, will amount to over £17,000,000 per annum.

The head offices of both offices were at Liverpool, where the headquarters of the amalgamation will be located, and each conducted an important foreign business upon somewhat similar lines.

It is suggested that with the general rise in values of all kinds, the amalgamation will be in a position to engage in larger undertakings more boldly than either of the companies working independently.

TRADE OF BERMUDA, 1918.

TRADE COMMISSIONER E. H. S. FLOOD.

Barbados, October 22, 1919.—The trade of Bermuda last year amounted in value to £832,570, made up of imports £692,742 and exports £139,828. There was a slight falling off as compared with the two preceding years, the exports being greater in 1917 and the imports greater in 1916. The excess of imports over exports is due in normal years to the large quantities of various kinds of goods imported to meet the needs of the American tourists who visit the island during the winters. During the war this trade declined considerably, but the imports were held up by the greatly increased demand for building and other materials required by the British and Allied navies and other ships which in greater number called at the island for coal and ships' stores.

The following table will show the imports and exports since the beginning of the war:—

Year.	Imports.	Exports.	Total.
1914..	£565,611	£106,661	£672,272
1915..	579,828	101,663	681,491
1916..	734,799	139,825	874,624
1917..	674,493	207,724	882,217
1918..	692,742	139,828	832,570

SOURCE OF SUPPLY.

The very limited communication with European countries, and the consequent difficulty of obtaining supplies from these countries which became acute last year, resulted in a transference of a large part of the imports to the United States. The imports from the United Kingdom, which in 1913 were valued at about £155,000, dropped last year to £35,773. Imports from the United States, which had been gaining slowly before the war, were accelerated and were valued last year at £434,675—about two-thirds of the total imports. Canada has also been increasing its trade with Bermuda, which purchased £181,042 Canadian goods as against about £75,000 in 1913.

GENERAL CONDITIONS.

During the war the expenditure of the colony increased very considerably, and it was found necessary to increase by a surtax of 10 per cent the ad valorem list; to place an export duty of 2s. per ton on coal; and a stamp duty on cheques, bills of lading, etc.,

and to increase the letter postage by one penny. As the island is entirely dependent on outside supplies of foodstuffs except vegetables, the cost of living became very high and is now declared to be greater than in any other British colony. There are mainly three forms of trade: the tourist trade and the attendant hotel business, the cultivation of vegetables for the American market, and supplying bunker coal and stores to passing ships. Benefit is also received from the garrison and dockyard establishments, which employ a large number of labourers, the supplies for which are obtained locally. To these latter are due chiefly the credit of maintaining conditions during the war when the tourist trade had almost entirely disappeared. In 1913 upwards of 20,000 tourists visited the island, whereas last year the number noted was only 1,330, a figure which little more than covers the ordinary movement of residents and naval and military men.

The export trade in vegetables has been prosperous during the war, but has been far from sufficient to compensate for the loss of the tourist trade. However, to the dockyard and to the fact that the United States Navy used Bermuda as a base may be given the credit of placing in circulation sufficient money to maintain to some extent normal conditions.

IMPORTS.

The value of the imports last year was higher than in any years except 1916. This was clearly due to enhanced prices, as an examination of quantities disclose that in many cases a less quantity was imported. Imports from Canada increased from £144,123 in 1917 to £181,042, which is more than double the pre-war average.

The following list of principal articles imported during the year is prepared to show in detail the imports from Canada and the United States of America:—

Principal Articles Imported.

Article.	Quantity.	Value.	Total Value.
Cotton goods.. . . . .	.....	.....	£ 34,100
Cutlery.. . . . .	.....	.....	176
Drugs—			
Canada.. . . . .	.....	£ 872	—
United States .. . . . .	.....	5,597	—
Others.. . . . .	.....	762	7,231
Earthenware.. . . . .	.....	.....	503
Electrical goods—			
United States.. . . . .	.....	3,498	—
Others.. . . . .	.....	35	3,533
Fertilizer—			
Canada.. . . . .	.....	1,536	—
United States.. . . . .	.....	6,821	8,357
Fish (packages)—			
Canada..	£2,529	10,460	—
United States..	2,300	4,104	14,564
Fancy goods—			
Canada.. . . . .	.....	281	—
United States.. . . . .	.....	5,734	—
Others.. . . . .	.....	2,143	8,058
Fruit, dried.. . . . .	.....	.....	5,999
Flour (bags)—			
Canada..	21,052	37,404	—
United States..	6,971	14,582	51,986
Canned meats—			
Canada.. . . . .	.....	449	—
United States.. . . . .	.....	5,049	5,498
Furniture—			
Canada.. . . . .	.....	575	—
United States.. . . . .	.....	1,935	—
Others.. . . . .	.....	67	2,577
Glassware.. . . . .	.....	.....	1,948
Gasoline .. . . . .	.....	.....	967
Groceries (packages)—			
Canada..	2,755	4,146	—
United States.. . . . .	.....	9,809	—
Others.. . . . .	.....	287	14,242
Butter (tons)—			
Canada..	42½	.....	—
United States..	67	.....	—

Principal Articles Imported—Continued.

Article.	Quantity.	Value.	Total Value.
Beef (tons)—			
Canada	54	£	£—
United States	524	.....	—
Bread (packages)—			
Canada	2,473	.....	—
United States	311	.....	—
Building material (packages)—			
Canada	41	.....	—
United States	703	.....	—
Box material (packages)—			
Canada	65,159	3,069	—
United States	7,415	534	3,603
Boots and shoes (packages)—			
Canada	4	32	—
United States	1,576	21,547	21,579
Barrels—			
Canada	12,000	2,880	—
United States	6,049	1,395	4,275
Canned goods (packages)—			
Canada	4,929	6,436	—
United States	3,791	5,790	12,226
Cheese (tons)—			
Canada	50	5,456	—
United States	7½	921	6,377
Clothing (packages)—			
Canada	19	780	—
United States	242	13,301	14,081
Corn . . . . .	.....	.....	5,743
Coffee . . . . .	.....	.....	2,210
Confectionery (packages)—			
Canada	133	1,011	—
United States	2,010	6,495	7,506
Hardware—			
Canada . . . . .	.....	11,737	—
United States . . . . .	.....	1,821	13,558
Hay—			
Canada . . . . .	.....	1,219	—
United States . . . . .	.....	1,332	2,551
Jewellery—			
United States . . . . .	.....	1,963	—
Others . . . . .	.....	845	2,808
Linen goods . . . . .	.....	.....	312
Leather goods—			
United States . . . . .	.....	1,460	—
Others . . . . .	.....	33	1,493
Lard (tons)—			
Canada	8	1,008	—
United States	73	8,004	9,012
Lumber (feet)—			
Canada	270,570	2,326	—
United States	724,069	5,512	7,838
Metal, manufactured . . . . .	.....	.....	410
Machinery—			
United States . . . . .	.....	3,391	—
Others . . . . .	.....	907	4,298
Molasses . . . . .	.....	.....	752
Matches—			
Canada . . . . .	.....	2,371	—
United States . . . . .	.....	1,379	3,750
Meal—			
United States . . . . .	.....	3,858	—
Others . . . . .	.....	570	4,428
Musical instruments—			
United States . . . . .	.....	1,237	—
Others . . . . .	.....	19	1,252
Oats (bushel)—			
Canada	108,290	21,630	—
United States	39,109	9,244	30,874
Oils and paints—			
Canada . . . . .	.....	467	—
United States . . . . .	.....	4,160	—
Others . . . . .	.....	24	4,651
Oleo—			
Canada . . . . .	.....	498	—
United States . . . . .	.....	7,710	8,208

Principal Articles Imported—Continued.

Article.	Quantity.	Value.	Total Value.
Oatmeal—			
Canada.. . . .		£ 705	£ —
United States.. . . .		99	804
Perfumery—			
Canada.. . . .		1,446	—
United States.. . . .		3,257	—
Others.. . . .		293	4,996
Photo goods.. . . .			1,404
Meats (tons)—			
Canada.. . . .	37	5,908	—
United States.. . . .	172	18,990	—
Others.. . . .		28	24,926
Peas and beans—			
Canada.. . . .		1,407	—
United States.. . . .		2,790	4,197
Potatoes (barrels)—			
Canada.. . . .	12,892	11,782	—
United States.. . . .	7,159	8,201	—
Others.. . . .		135	20,118
Preserves.. . . .			4,793
Poultry—			
Canada.. . . .		63	—
United States.. . . .		1,743	1,806
Rope—			
Canada.. . . .		320	—
United States.. . . .		1,662	1,982
Rice—			
Canada.. . . .		3,181	—
United States.. . . .		1,927	—
Others.. . . .		598	5,706
Rubber goods.. . . .			1,122
Seed.. . . .			1,566
Stationery—			
Canada.. . . .		350	—
United States.. . . .		3,246	3,596
Straw goods.. . . .			1,925
Soaps—			
Canada.. . . .		274	—
United States.. . . .		2,889	—
Others.. . . .		3,019	6,182
Ship chandlery—			
Canada.. . . .		371	—
United States.. . . .		3,313	—
Others.. . . .		6	3,690
Sporting goods—			
Sugar—			
British West Indies.. . . .			27,350
Starch—			
Canada.. . . .		233	—
United States.. . . .		362	—
Others.. . . .		6	601
Silk goods.. . . .			603
Tea—			
Canada.. . . .		1,592	—
United States.. . . .		4,035	5,627
Vegetables.. . . .			1,786
Woodware.. . . .			1,086
Woollen goods.. . . .			2,035
Books.. . . .			1,131
Bicycles.. . . .			128
Cigarettes.. . . .			10,574
Cigars.. . . .			4,474
Coal—			
United States.. . . .			19,219
Fruit, fresh—			
Canada.. . . .		2,015	—
United States.. . . .		4,196	—
Others.. . . .		2,439	8,650
Coal, anthracite.. . . .			3,919
Malt liquors—			
Canada.. . . .		6,815	—
United States.. . . .		8,022	—
Others.. . . .		145	14,982
Oxen and cows—			
Canada.. . . .		937	—
United States.. . . .		10,624	11,561
Tobacco.. . . .			3,203

EXPORTS.

The exports consist chiefly of vegetables grown for the New York market. Prices have been good during the war, and in some instances have reached a luxury mark. The crop season starts about the first of December and ends in June. Green vegetables and potatoes are shipped during the whole of this period, and onions principally during April and May. Green vegetables are shipped under refrigeration. As a rule no special precautions appear necessary in the winter months against frost as the produce is handled rapidly on its arrival in New York. On occasion, when the temperature in New York is below freezing, the potatoes are returned to Bermuda and re-shipped later. Generally, however, there is little fear of frost as the produce is quickly moved in covered vans and well protected. It is to be noted that a much greater quantity of vegetables have been shipped to the West Indies in the last few years which in normal times would have been supplied by Canada. The total acreage under vegetable cultivation is 2,758, of which 1,200 is under potatoes, and 600 and 958 respectively under onions and green vegetables.

The following table will give the details of the export of these three variety of vegetables:—

EXPORT, IN 1918, OF PRINCIPAL PRODUCTS.

POTATOES.

Country.	Number of Barrels.	Number of Crates.	Value.
Canada.. . . .	5	.....	£ 5
United States.. . . .	60,356	451	69,504
Barbados.. . . .	3,337	5,903	5,650
Demerara.. . . .	1,918	2,950	2,825
Turks Island.. . . .	53	.....	62
St. Kitts.. . . .	150	100	187
Total.. . . .	66,319	9,404	£78,233

ONIONS.

Canada.. . . .	10	7,352	£ 1,302
United States.. . . .	.....	91,676	18,873
Barbados.. . . .	73	19,316	3,648
Demerara.. . . .	.....	2,109	316
Total.. . . .	83	120,453	£24,139

VEGETABLES.

Canada.. . . .	1	38	£ 6
United States.. . . .	166	63,260	8,379
Barbados.. . . .	3	14	5
St. Kitts.. . . .	42	5	33
Turks Island.. . . .	.....	23	4
Total.. . . .	212	63,340	£8,427

TRIESTE COMMERCIAL MUSEUM.

(*British Board of Trade Journal.*)

H.M. Consul-General at Trieste has received a request from the Trieste Commercial Museum to be supplied with books containing the addresses of the most important industrial and commercial firms of the United Kingdom and the Colonies, as these are in great demand. The information should be sent direct addressed to His Majesty's Consul-General at Trieste and marked "Trieste Commercial Museum."

PROHIBITED EXPORTS—REGULATIONS FURTHER AMENDED.

Memorandum No. 2345-B of the Department of Customs (see *Weekly Bulletin* 823, page 930, and 824, page 994) has been amended as under (*vide* Memorandum of Customs No. 2353-B, issued November 7):—

Paragraph 1 of the regulations is amended by adding to the list of goods therein contained the following:—

COAL.

Note.—The above amendment to the regulations governing prohibited exports has the effect of providing that individual licenses from the Canadian Trade Commission shall hereafter be required for the exportation of coal to all destinations, including coal used as bunkers on vessels sailing out of Canada.

CUBAN MARKET CONDITIONS.

The following report of prices ruling on the Havana Produce Exchange for the week ending November 7, has been furnished by Mr. Enrique R. Margarit, S. en C., 66 San Ignacio street.

FISH IN DRUMS.

Importation, 311 packages.

Demand for this kind of fish is somewhat better, but weather is not good enough to keep supplies, and prices remain the same. We quote codfish and haddock from 14 to 14½ cents, and the hake at 11 cents.

FISH IN CASES.

Importation, 1,513 cases arrived.

Consumption for fish lately arrived is somewhat better, but same does not happen to the old stock which we have no improvement to announce, due to the weather which is not good enough. We quote black nape from \$13 to \$19, and white nape from \$18 to \$23, and Norwegian at \$27.

CHEESE.

Consumption requirements continue to be supplied with the one coming from United States and the other manufactured in the country, which are sold at from 23 to 65 cents per pound. The other coming from United States, and which looks like to gouda cheese, continues to be sold at from 34 to 35 cents per pound.

HERRINGS.

We have no arrival to announce, and prices continue to be as reported last week, from \$1.50 to \$2.

POTATOES.

Importation 13,861 bags, and 24,639 barrels. Although demand has been good, prices get down, being sold during the week from 4½ to 4 cents per pound in bags, and from 9½ to 8¼ in barrels, being quoted to-day at 4 cents and \$8.25 respectively.

Exchanges—

New York sight from ¾ to ⅝ per cent P.

London sight from \$4.18 to \$4.19 per £.

PACKING AND INVOICES OF GOODS FOR NEWFOUNDLAND.

Mr. W. B. Nicholson Canadian Trade Commissioner in Newfoundland writes under date November 7, as follows regarding packing of goods and invoices for that colony:—

Recently the attention of this office was drawn by a local importer to the unsatisfactory condition in which a case of goods arrived from Canada, and suggested the necessity of greater care being exercised in the packing and invoicing of goods destined for this port. The wooden package in question exhibited carelessness on the part of whoever was entrusted with its preparation for shipping, nails having been driven with little or no regard for the contents, which were more or less damaged, and pilfering rendered comparatively easy. Packages should be made from strong material and, to guard against pilfering, firmly secured.

It is also desired, in order to facilitate the clearance of goods at the Customs, that when two or more packages are required to complete a shipment, they should be numbered and the contents of each indicated on the invoice under its number, thus obviating the necessity of having to open a package to determine the classification of the contents for duty purposes before it reaches the importer's place of business. A form illustrating a popular invoice in Newfoundland is given below:—

Toronto, Canada, 1919.

Messrs. 1919.	Bought of			
Case 30—				
April 16—To	20 dozen	No. 2 sheaths for 6-inch blades, \$1..	.. . .	\$20 00
May 1—	20 "	leather belts, \$1.20..	.. . .	24 00
	25 "	steels, 4½-inch, \$1.20..	.. . .	12 50
	9 "	protectors amber, 50 cents..	.. . .	4 50
				<hr/>
				\$61 00
		Discount, 10 per cent (as the case may be) case 50 cents..	..	6 10
				<hr/>
				\$54 90
				<hr/>
Case No. 421—				
	1 dozen	E. tea pots No. 500..	.. . .	\$16 00
	1 "	kettles No. 321..	.. . .	12 00
	1 "	fry pans No. 201..	.. . .	8 00
	1 "	E. jugs No. 185..	.. . .	10 00
	1 "	soap dishes No. 324..	.. . .	4 00
	1 "	mugs No. 165..	.. . .	2 40
	1 "	pie dishes No. 188..	.. . .	6 00
				<hr/>
				\$58 40
		Less discount 50 per cent (or as case may be) case 50 cents..	..	29 20
				<hr/>
				\$29 20
				<hr/>
Ten grindstones, 1/10—				
	5 only blue grindstones, 12-inch, 30 cents..	.. . .	..	\$3 00
	5 " " " 16-inch, 40 cents..	.. . .	..	4 00
				<hr/>
				\$7 00
	Less 10 per cent..	.. . .	..	70
				<hr/>
				\$6 30
				<hr/>

Formerly very little of the textile trade of Newfoundland went to Canada, the volume, for obvious reasons, going to competing countries. It is desirous therefore, to maintain the business already secured, and with a view to a larger expansion of Canada's trade in this market that the business should be handled in a thoroughly satisfactory manner to the importer.

MACHINERY AND RAILWAY PLANT FOR SOUTH RUSSIA.

(British Board of Trade Journal.)

His Majesty's Vice-Consul at Rostov-on-Don, under date of 15th September, reports that several of the railway companies and government, industrial and other establishments in South Russia have formed an association, with a capital of 50,000,000 roubles, for the purpose of making purchases abroad of the various machinery, railway plant and other goods required by the subscribers.

It is proposed to work the scheme on the barter principle, and as some of the members are very influential they may succeed in obtaining the necessary goods for transport.

The temporary address of the head office is as follows:—

The Buying Committee of the Economic and Technical Association of the liberated provinces of Russia, 116 Volshaya Sadovaya street, Rostov-on-Don.

CATALOGUES FOR SOUTHERN RUSSIA.

(British Board of Trade Journal.)

A communication has been received from the British Economic Mission attached to the Government of the forces of the All-Russian Army under General Deniken, stating that it is desirable that British firms endeavouring to enter the Russian market should send out their catalogues addressed to the care of the British Economic Mission, Rostov-on-Don, South Russia.

Additional copies for distribution to Trade and Industry Departments and other suitable recipients will be carefully dealt with by the mission.

CATALOGUES AND SAMPLES FOR BULGARIA.

(British Board of Trade Journal.)

Firms desirous of having their goods advertised in Bulgaria are invited to send price lists, marked with current prices, and, where possible, accompanied by samples, not exceeding 1 pound in weight to Capt. W. B. Heard, c/o British Legation, Sofia, Bulgaria. These will be available at the Sofia Chamber of Commerce, where Bulgarian merchants can view them. If desired, further consignments of catalogues and samples not exceeding four in number may be sent for distribution amongst the chief provincial chambers of commerce.

A strong demand for goods exists in Bulgaria at the present moment. The market is depleted, and there is a strong desire to do business with the United Kingdom. Information as to the openings for British trade, etc., will be contained in the report of the Special Mission to Bulgaria, which is to be published shortly.

JUGOSLAVIA LUMBER FOR ITALY.

(Commercial Attaché Alfred P. Dennis, in United States Commerce Report.)

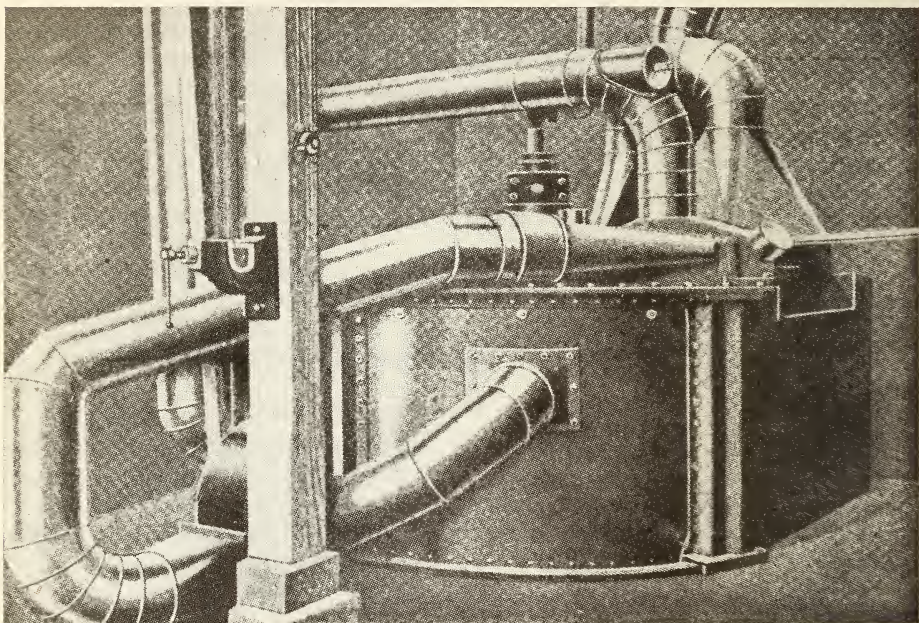
The lumber, which just now represents the most important ready commercial resource of Yugoslavia, is passing through its old ante war channels. A big Yugoslav lumber concern, "Sava," has obtained permission to export into Italy 4,000 carloads of lumber. The Yugoslav Government puts itself on record as desiring an exchange of products with Italy. In the case of lumber sold to Italy, the proceeds are to be lodged in Italian banks as a credit upon which Jugoslavs may draw for goods imported from Italy. Italy needs quantities of lumber, as its own scanty forests have been overcut to meet war demands, and there has been little or no importation for private consumption for four years.

DRIED FISH AFTER A NEW METHOD.

Under the above heading a notice appeared in *Weekly Bulletin* 787 (February 24, 1919, page 327) concerning the formation of a company in Bergen, Norway, for the utilization of an invention for the rapid drying of fresh fish. In response to inquiries on the subject, Mr. C. E. Sontum, Canadian Commercial Agent in Christiania, the author of the above-mentioned notice, transmits, under date September 27, the following translation of a letter which he has received from the promoting company:—

CYKLON DRYING MACHINE.

The fundamental idea embodied in this drying machine, which has been called "Cyklon," is that a heated blast in conjunction with heating will secure a more

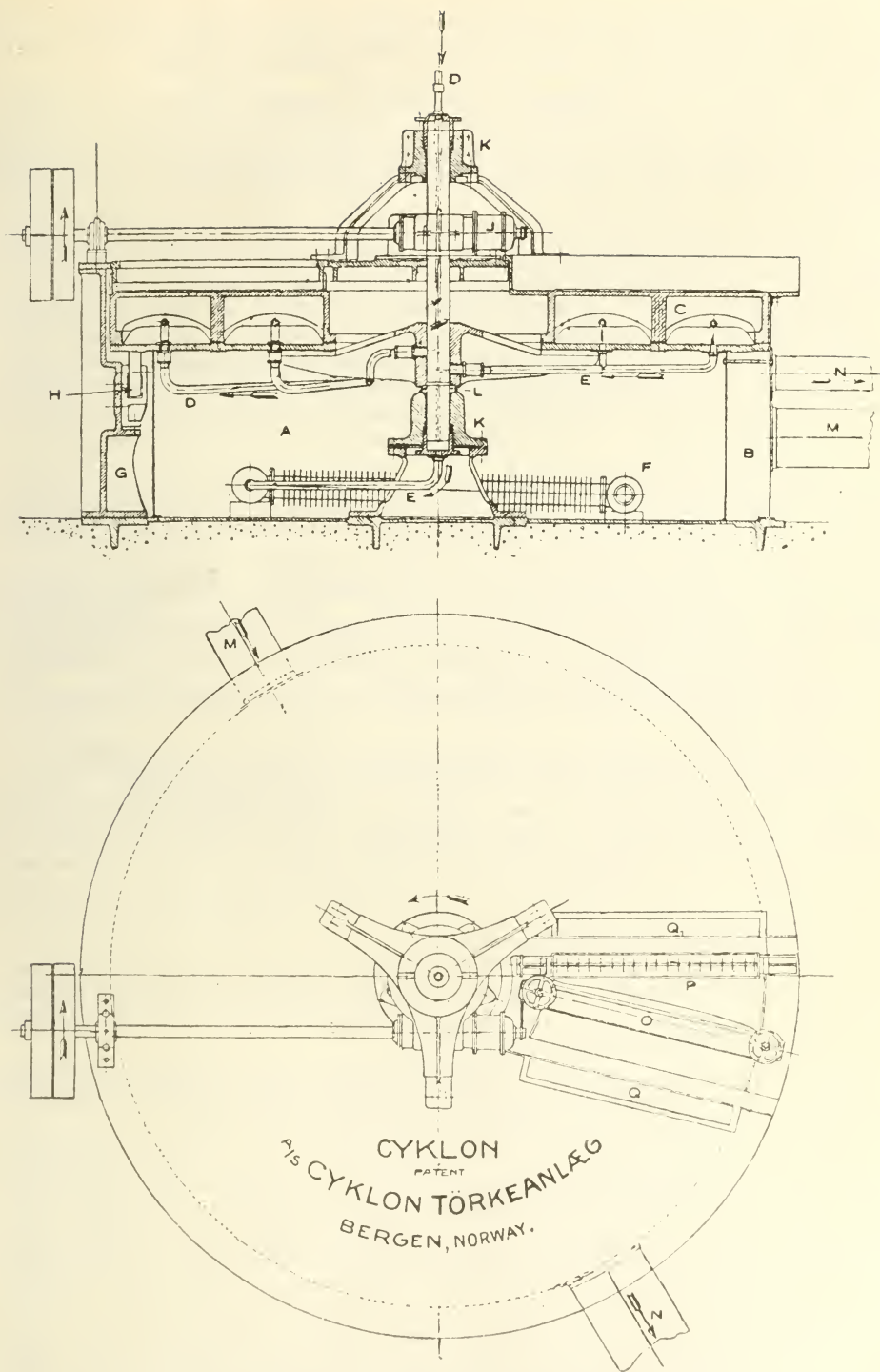


Norwegian Machine for the Rapid Drying of Fish.

rapid drying than a high temperature only; and in this special invention that idea is taken hold of to the best advantage in a highly economical way. Unlike most machines of the kind with horizontal rollers or endless belts, this plant is fitted with a horizontal rotating drying plate or disc. This disc is heated from underneath. The cap or cover of the machine is fitted with an injector pipe for heated air as well as an ejector for moisture. By means of this construction one may have full control over the functions as follows:—

1. Temperature of the drying chamber.
2. Speed of the rotating drying disc.
3. Velocity and temperature of the injected air.
4. Velocity of the escaping moisture.

Through these facts it is easily understood that this plant may be used for the drying of a great many substances without these first being prepared in any way whatever.



Sketch Plan of Norwegian Drying Machine.

As the machine is fitted with a horizontal plate or disc this plate may be covered with a nickel or glass plate. In this way the plant is fully capable of drying stuffs containing acid.

With reference to the accompanying sketch the following explanation is given:—

The air which is led over the substance to be dried is drawn through the pipe M by means of a fan. After being heated in the compartments A and B, it is conveyed further by the same fan to the rotating drying plate through the opening Q in the top cover.

A strong current of hot air is obtained by means of another fan located over the drying plate. The air current flows in the opposite direction to that of the rotating drying disc. The rotating disc is heated by steam from the boiler.

After passing the disc, the hot air is forced out through the opening Q1 by the last described fan.

The product that is to be dried is put in through the opening P on the rotating disc. By means of a special feeding mechanism the product is spread so as to form an even thickness on the plate. When the rotating plate has travelled about one turn the product is fully dried and is loosened by the knife, after which it is drawn out by the fan to a gathering room.

The feeding mechanism may be adjusted so as to feed in larger or smaller quantities. The knife is also adjustable, so that it can be given the desired inclination.

The weight of the rotating parts is taken up partly by the ball-bearing L and partly by the six rollers H, which also run on ball-bearings. The upper horizontal driving shaft, which likewise is running on ball-bearings, mediates the rotation by the aid of a worm drive and wheel. The uncharged steering bearings for the vertical shaft are lined with metal bushings.

From the gathering room the dried product is conveyed to the mill where it is ground or shredded.

As will be seen from the above explanation, the whole process is extremely simple and special attention is called to the very small space needed for the plant.

A plant of normal size only has a diameter of three metres and can easily be installed in factories already at work. Numerous experiments have proved that the plant is extremely useful in drying different products such as meat, fish, potatoes, eggs, blood, milk, etc.

The normal size type of this machine will dry about 200 kilogrammes per hour of a product containing 70 to 95 per cent of water.

For this work the whole plant requires about 60 kilogrammes of coal per hour. The working of the machinery is automatic, and the number of attendants necessary is only three or four persons, viz., one man to tend the machinery, one man to attend to the firing, one female assistant and one boy.

The product is not touched by hands during the whole process. The working method of the machines secures an absolutely fresh and natural product, which in the very short period of five to six seconds leaves the machine all ready.

The power necessary for the drying machine itself is 2 to 3 horse-power and for a complete plant comprising the drying machine, three fans and the mill, etc., about 8 horse-power. A boiler with 20 m² heating surface is sufficient. The machine itself weighs about ten tons. As mentioned above, different stuffs may be dried on the machine that are in a moist state or can be brought into such a state; and this invention is of special importance for the drying of fish products, which may be done in only a few seconds.

The machine is patented in all the principal countries; but the patentees are still open for negotiations for the sale of the sole right for drying fish after this method in Holland, Japan, the United States and Canada, and for Scandinavia for the drying of some other products. The cost of a machine at present is kroner 16,000 (\$4,266.67) delivered from the works.

BRITISH MARKET FOR LASTS AND LAST BLOCKS.

TRADE COMMISSIONER J. E. RAY.

Manchester, October 27, 1919.—The territory under the supervision of the Trade Commissioner in Manchester comprises the well known boot-manufacturing centres of Northampton, Kettering, Leicester and Stafford, consequently more than two-thirds of Great Britain's consumption of lasts is associated with this area.

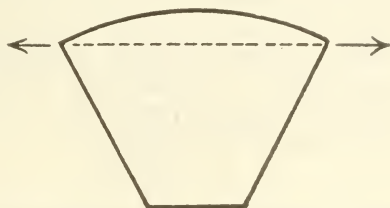
A personal visit to Northampton and Kettering has been made in order to investigate the annual demand for last blocks and lasts, the chief sources of supply and the character of the articles required. Apparently there are ten manufacturers of lasts in the United Kingdom, in whose hands the entire trade has been for many years, with the exception of insignificant supplies from Germany in pre-war days, the quality of which never approached the specifications of the leading boot and shoe manufacturers.

SHORTAGE OF LAST BLOCKS.

One firm interviewed stated that at the present time they are at their wits' end to know where to turn for supplies of last blocks. So short is the supply that they have been compelled to import beech blocks from the continent, and these are proving to be poor substitutes. The firm in question are prepared to send out a representative to Canada next spring if a manufacturer would guarantee continuous and not spasmodic supplies.

Two samples of the last blocks needed are being forwarded to-day to the Commercial Intelligence Branch, Department of Trade and Commerce, for inspection by such firms as may contemplate taking up the matter seriously. There are certain technicalities associated with the range of sizes, but these can be ascertained from the firm in question.

As illustrating a few of the technicalities it may be stated that the end of the block is of the following shape:—



and that this width varies $\frac{1}{2}$ -inch in each size, such sizes being from 1, lady's; 3, lady's; 5, men's; 7, men's; 9, men's; and 11, men's. All blocks could be cut to a uniform length of 13 inches, although shorter lengths would meet the requirements of the lesser sizes.

In the samples submitted it will be observed that one block is "clean cut," and the other "machine cut." It may be that Canadian manufacturers would not be prepared to lay down machinery (which is not costly, however) in order to cut away the superfluous wood. Any process calculated to diminish the cost of transport, however, will naturally assist Canadians to compete more successfully with their rivals. It was affirmed by one importer that quite recently a shipment of last blocks valued at £250 was brought across the Atlantic at a cost of £850. It was apparent, therefore, that every effort should be made to reduce the blocks to a minimum weight.

It is hoped that Canadians will take the matter up with the firms whose names and addresses are on file at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. (In writing for information refer to File 22312.)

THE FINISHED LAST.

It is very questionable whether Canadian firms would be well advised to consider manufacturing the finished last. The obstacles are not easy to surmount. These were admirably stated by the Acting Trade Commissioner at the London office in *Weekly Bulletin* No. 818, page 658, and need not be repeated here. It would seem preferable to export the blocks to those makers of lasts in the United Kingdom who are equipped with the latest machinery, who have long been familiar with the country's demands, and who, by their proximity to the boot factories, are in possession of advantages not to be enjoyed by a far-distant manufacturer.

MODEL HOMES EXHIBITION AT CAPE TOWN.

(British Board of Trade Journal.)

A model homes exhibition is to take place at Cape Town early next year. A shortage of houses is being experienced in South Africa, as elsewhere, and several housing schemes are therefore under consideration in various parts of the Union. H.M. Trade Commissioner at Cape Town would be glad to receive appropriate catalogues, etc., which he will bring to the notice of the committee of the exhibition, and will utilize generally in assisting South African buyers in their purchases of building and household materials. He draws particular attention to the Union's requirements in doors, window frames, glass work, interior fittings, stoves, bedsteads, furniture and hardware, etc.

SWISS BANK FOR COLOGNE.

(British Board of Trade Journal.)

The Zurich Bank fur Handel und Industrie has announced its intention of opening a branch in Cologne—that is to say, in the occupied territories of the left bank of the Rhine. This branch will be a commercial one, and will deal with the purchasing on commission of all kinds of goods from the European allied countries and from overseas, and with the financing of such businesses. The bank emphasizes that at present, in conjunction with a group of important American banking concerns, it is on the point of making arrangements for the financing of German imports. Until the credit question has been settled the bank declares itself ready to accept settlement in German marks, if necessary, instead of in Swiss francs.

PROJECTED TARIFF LEGISLATION IN ITALY.

(British Board of Trade Journal.)

Recent articles appearing in the Italian press show that the financial measures proposed by the Italian Government are meeting with strong opposition.

By what is called in one journal a "providential indiscretion," the terms of the provisional tariff reform were apparently made public prematurely. This gave the industrial interests time to marshal their forces, and the general confederation has issued a manifesto to the effect that the proposed new duties, which on an average are about 50 per cent higher than those previously existing, should be increased by an additional 100 per cent and should be extended to all articles and not confined to those usually imported from the Central Powers.

The scheme for a forced loan is very strongly criticized, especially on the ground that the rules for the valuation of real property will work most unfairly. It is possible that the whole matter will be reserved for consideration in detail by the new parliament which will be elected in November.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending November 14, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	135,274	62,113	101,875	...	58,746	356,008
Empire Elevator Co.	157,586	202,210	86,568	16,497	18,812	481,673
Consolidated Elevator Co.	422,218	132,338	61,977	34,457	27,148	678,138
Ogilvie Flour Mills Co.	437,991	123,631	64,553	...	33,348	659,523
Western Terminal Elevator Co.	209,283	96,007	19,626	20,720	7,113	352,749
G. T. Pacific.	358,613	289,874	46,422	13,032	21,775	729,716
Grain Growers' Grain Co.	197,640	417,976	114,810	...	57,950	788,376
Fort William Elevator Co.	137,291	416,197	74,673	10,281	31,578	670,020
Eastern Terminal Elevator Co. ....	...	...	Closed.	...	...	...
Northwestern Elevator Co.	385,901	33,136	24,579	43	4,659	448,318
Port Arthur—						
Port Arthur Elevator Co.	474,226	310,891	139,702	24	61,483	986,326
Sask. Co-op. Elev. Co.	765,115	288,102	58,082	18,239	10,829	1,140,367
Can. Govt. Elev.	72,990	67,458	15,225	36,825	12,045	204,543
Thunder Bay.	175,403	342,059	100,264	5,927	9,283	632,936
Davidson & Smith.	88,439	84,788	12,035	...	4,774	190,036
Eastern-Richardson.	188,399	140,327	26,930	6,332	12,973	374,961
Grain afloat—						
Vancouver Can. Govt. Elevator.	2,644	24,825	1,385	...	...	28,859
Total Public terminal elevators ...	4 207,018	3,031,932	948,706	162,377	372,516	8,722,549
Saskatoon Can. Government Elevator..	461,302	365,284	1,538	...	...	828,114
Moosejaw Can. Government Elevator..	346,433	176,590	6,056	2,620	1,270	536,818
Calgary Can. Government Elevator....	1,188,033	221,486	9,177	113	5,617	1,424,426
North Transcona, C.P.R. ....	...	...	None in store.	...	...	...
Total interior terminal elevators	1,995,768	763,350	16,771	2,733	10,736	2,789,358
Depot Harbour.	122,465	...	...	...	...	122,465
Midland—						
Aberdeen Elevator Co.	295,766	125,641	79,830	...	...	501,237
Midland Elevator Co.	318,593	173,923	...	...	76,093	568,609
Tiffin, G. T. P.	1,473,780	...	...	...	...	1,473,780
Port McNicoll.	2,978,202	288,242	...	...	...	3,266,444
Collingwood. ....	...	...	...	...	...	...
Goderich—						
Elevator & Transit Co.	113,416	51,044	...	...	...	164,460
Western Canada Flour Mills Co., Ltd.	513,238	...	...	...	...	513,238
Toronto—						
Campbell Flour Mills Co.	116,046	35,514	...	...	...	151,560
Kingston—						
Montreal Transportation Co. ....	...	...	...	...	...	-
Commercial Elevator Co. ....	...	...	...	...	...	-
Port Colborne Dom. Govt. Elevator. ....	...	...	...	...	...	...
" Maple Leaf Milling Co., Ltd.	633,854	...	...	...	...	633,854
Prescott. ....	...	...	...	...	...	...
Montreal—						
Harbour Commissioners No. 1 and 2.	3,603,524	673,969	290,324	...	54,060	4,621,877
Montreal Warehousing Co.	1,431,417	49,612	107,740	...	...	1,588,769
Ogilvie Flour Mills Co.	772,385	7,676	...	...	...	780,061
Quebec Harbour Commissioners.	15,654	61,482	...	...	...	77,136
West St. John, N.B., C.P.R.	1,023,042	30,275	1,491	...	...	1,054,808
St. John, N.B., Can. Nat. Rys. ....	...	...	...	...	...	...
Halifax, N.S.	247,655	...	25,549	...	...	271,204
Total public elevators.	13,659,037	1,497,378	502,934	...	130,153	15,789,502
Total quantity in store.	19,861,823	5,292,660	1,468,411	165,110	513,405	27,301,409

† Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East, for the week ended November 14, 1919.

Grades.	Account Imperial Government.	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		11,684	79,585		91,269
No. 1 Northern.....		955,443	1,163,785	6,037,926	8,157,154
No. 2 ".....		790,942	312,061	2,926,610	4,029,613
No. 3 ".....		575,961	110,519	2,593,914	3,280,394
No. 4 Wheat.....		167,380	7,286	801,048	975,714
No. 4 Special.....				359,184	359,184
No. 5 ".....		55,563	803	97,953	154,319
No. 6 ".....		18,652	521		19,173
Other.....		1,631,393	321,208	842,402	2,795,003
Totals.....		4,207,018	1,995,768	13,659,037	19,861,823
Oats—					
No. 1, C.W.....		109		40	149
No. 2, ".....		697,595	192,439	281,757	1,171,791
No. 3, ".....		661,166	84,291	413,765	1,159,222
Ex. No. 1 Feed.....		37,830	140,455	31,557	209,842
No. 1 Feed.....		144,408	121,346	74,188	339,942
No. 2 ".....		509,402	71,881	121,829	703,112
Other.....		981,422	152,938	574,242	1,708,602
Totals.....		3,031,932	763,350	1,497,378	5,292,660
Barley—					
No. 3, extra C.W.....		709			709
No. 3, C.W.....		276,007	3,003	173,858	452,868
No. 4 ".....		283,300	6,661	309,200	599,161
Feed.....		147,507	3,007	8,334	153,848
Rejected.....		129,608	1,939	11,542	143,089
Other.....		111,575	2,161		113,736
Totals.....		948,706	13,771	502,934	1,468,411
Flax—					
No. 1, Northwestern Canada.....		143,701	818		144,519
No. 2, C.W.....		9,788	1,772		11,560
No. 3, ".....		3,297	4		3,301
Rejected.....			3		3
Other.....		5,591	136		5,727
Totals.....		162,377	2,733		165,110
Rye—					
No. 1, C.W.....		1,051			1,051
No. 2, ".....		178,440		76,093	254,533
No Grade.....		36,631			36,631
Rejected.....		90,073			90,073
Other.....		66,321	6,887	54,060	127,268
Totals.....		372,516	6,887	130,153	509,556
Corn.....			3,849		3,849
Total quantity in store.....		8,722,549	2,789,358	15,789,502	27,301,409

Wheat and other Grain in Store at Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on November 14, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>November 14th, 1919.</i>			
Terminal Elevators.....	4,207,018	4,515,531	8,722,549
Interior Terminals.....	1,995,768	793,590	2,789,358
Public Elevators in the East.....	13,659,037	2,130,465	15,789,502
Total.....	19,861,823	7,439,586	27,301,409
<i>November 15th, 1918.</i>			
Terminal Elevators.....	14,893,092	4,333,879	19,226,971
Interior Terminals.....	2,673,153	783,128	3,456,281
Public Elevators in the East.....	10,594,571	1,050,367	11,644,938
Total.....	28,160,816	6,167,374	34,328,190
<i>November 16th, 1917.</i>			
Terminal Elevators.....	9,182,735	6,163,033	15,345,768
Interior Terminals.....	174,370	479,826	654,196
Public Elevators in the East.....	10,437,099	1,355,897	11,792,996
Total.....	19,794,204	7,998,756	27,792,960
<i>November 17th, 1916.</i>			
Terminal Elevators.....	12,752,800	7,082,387	19,835,187
Interior Terminals.....	499,584	119,715	619,299
Public Elevators in the East.....	6,710,548	9,414,159	16,124,707
Total.....	19,962,932	16,616,261	36,579,193
<i>November 18th, 1915.</i>			
Terminal Elevators.....	17,932,173	4,991,011	22,923,184
Interior Terminals.....	237,390	58,298	295,688
Public Elevators in the East.....	5,238,739	2,930,684	8,169,423
Total.....	23,408,302	7,979,993	31,388,295
<i>November 19th, 1914.</i>			
Terminal Elevators.....	5,907,878	3,589,023	9,496,901
Interior Terminals.....	678,656	199,071	877,727
Public Elevators in the East.....	7,162,234	2,570,776	9,733,010
Total.....	13,748,768	6,358,870	20,107,638

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended November 14, 1919.

PUBLIC TERMINAL ELEVATORS.

—	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Receipts. Rail....	2,213,628	927,408	394,233	51,275	44,602	.....	4,631,146
Shipments—							
Lake	2,169,635	861,540	263,541	87,345	13,610	.....	3,395,671
Rail	132,777	119,898	19,810	11,017	.....	.....	283,502

INTERIOR TERMINAL ELEVATORS.

Receipts. Rail....	238,908	202,945	3,122	1,771	.....	.....	446,746
Shipments—							
Rail	45,726	56,286	2,656	.....	.....	.....	104,668

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts. Lake...	2,623,074	263,842	112,612	.....	76,093	.....	3,075,621
Shipments—							
Rail	2,306,081	260,350	137,610	.....	.....	.....	2,704,041

LOWER LAKE PORTS.

Receipts. { Vessel.	1,329,762	.....	.....	.....	.....	.....	1,329,762
{ Rail...	33,122	1,774	.....	.....	.....	.....	34,896
Shipments—							
Vessel	946,892	.....	.....	.....	.....	.....	946,892
Rail	236,458	7,092	.....	.....	.....	.....	243,550

ST. LAWRENCE PORTS.

Receipts. { Vessel.	1,480,522	73,887	36,591	.....	31,298	.....	1,622,298
{ Rail...	875,384	152,127	232,740	.....	28,134	.....	1,288,385
Shipments—							
Vessel	1,866,352	177,518	212,775	.....	55,432	.....	2,312,077
Rail	140,783	109,746	1,568	.....	1,375	.....	253,472

SEABOARD PORTS.

Receipts. Rail....	471,984	30,275	17,149	.....	.....	.....	519,408
Shipments—							
Vessel .....	.....	.....	.....	.....	.....	.....	.....

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts { Lake...	5,433,358	337,729	149,203	.....	107,391	.....	6,027,681
{ Rail....	1,380,490	184,176	249,889	.....	28,134	.....	1,842,689
Shipments—							
Lake	2,813,244	177,518	212,775	.....	55,432	.....	3,258,969
Rail	2,683,322	377,188	139,178	.....	1,375	.....	3,201,063

Quantity of United States Grain in Store at the different Public Elevators in the East for the week ending November 14, 1919.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Harbour Commissioners Nos. 1 and 2.....					3,212	3,212
Midland Elevator Co.				20,605		20,605
Tiffin, G.T.P.....	50,922					50,922
	50,922			263,454	3,212	317,588

NEW INCORPORATIONS.

Dominion.

Curran Motor Radiators, Limited. Incorporators: James White Bicknell, barrister-at-law; Frank Richardson, John Frederick Lucas and William Narle Smith, students-at-law; and Thomas Stewart Hagan Giles, accountant—all of Toronto. Capital \$250,000, divided into 25,000 shares of \$10 each. Chief place of business, Toronto.

Canadian Linoleums and Oilcloths, Limited. Incorporators: Roland Edward Kingsley, manufacturer; Joseph Armitage Ewing and George Samuel McFadden, K.C.'s, all of Montreal; Herbert Kingsley, Outrement, manager; and Herbert Henry Field, of Dorval, Que., cashier. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal.

Western Spruce and Cedar Company, Limited. Incorporators: Thomas Gerald Howland, Minneapolis, timber broker; William Ernest Burns, Richard Knox Walkem and George Hames Thomson, barristers-at-law; and Florence Stark Simmons, stenographer, all of Vancouver. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Vancouver.

Reliance Fuse Company of Canada, Limited. Incorporators: Howard Hamilton Baker, inventor; Horace Sherman Southall, merchant; and Albert Walker Plumley, lawyer, all of Buffalo; James Moore, of Brooklin, Ont., physician; and William Charles Southcott, of London, Ont., merchant. Capital \$500,000, divided into 50,000 shares of \$10 each. Chief place of business, Bridgeburg, Ont.

Rex Oil Burner, Limited. Incorporators: Frank Callaghan, advocate; Percy Arnott Gregory, secretary; Duke Patterson and Joseph Edward Duckett, students-at-law; and Regina Besette, clerk—all of Montreal. Capital \$750,000, divided into 7,500 shares of \$100 each. Chief place of business, Montreal.

Canadian Coal Briquette and Liquid Fuel Company, Limited. Incorporators: Horace Mantha, agent; Samuel Sherman, custom broker; Edgar Monette, electrician; James Edward Bowie, theatrical manager; and William Cheadle Sherman, jeweller—all of Montreal. Capital \$70,000, divided into 70,000 shares of \$1 each. Chief place of business, Montreal.

The Robbins and Meyers Company of Canada, Limited. Incorporators: Willoughby Staples Brewster and George Davey Heyd, barristers-at-law; Roy Booth, superintendent; Elden Franklin Bragg, clerk; and Edith Nellis Townsend, stenographer—all of Brantford. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, Brantford.

Frontenac Construction Company, Limited. Incorporators: Walter Sharpe, contractor; Major General Sir David Watson, K.C.B.; Arthur Picard, master plumber

and steamfitter; Joseph Phileas Cantin and Charles Edmond Taschereau, notaries—all of Quebec. Capital \$175,000, divided into 1,750 shares of \$100 each. Chief place of business, Quebec.

The Robert Simpson Eastern, Limited. Incorporators: Charles Luther Burton, store manager; Sir Joseph Wesley Flavelle, baronet; Harris Henry Fudger, president Robert Simpson Company, Limited; Frank Yeigh McEachren, merchant; and Herbert Edward Burnett, mail order manager—all of Toronto; William George Morrow, Peterborough, loan company manager; Joseph Ellsworth Flavelle, gentleman; and Herbert Coplin Cox, president Canada Life Insurance Company, both of Oakville. Capital \$2,500,000, divided into 25,000 shares of \$100 each. Chief place of business, Halifax.

Western Agencies and Development Company, Limited. Incorporators: Austin de Bermus Winter and Roy Manning Edmanson, barristers-at-law; Andrew McCormack Naismith, Willard Roy Sandercock and Clarence Everett Smith, barristers-at-law—all of Calgary. Capital \$500,000, divided into 20,000 shares of \$25 each. Chief place of business, Calgary.

Electric Machinery Company, Limited. Incorporators: Harry Gordon Stewart, Gordon Anson Goddard, and William Stanley Lockhart, engineers; Eleanor Inez Stewart and Nellie Jane Trench, stenographers—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Toilet Laundries, Limited. Incorporators: Robert Cooke, Outremont, manager; Robert Hunter McNaught, secretary-treasurer, and Edwin Botsford Busted, advocate—both of Westmount; David Charles Robertson, advocate; and Huena Mackintosh, stenographer—both of Montreal. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Montreal.

The American Fuel Company, Limited. Incorporators: Henry Cartwright Secord, broker; Kenneth Alexander McRae, engineer; Mary Winnifred Hunt, stenographer; Richard Henry Neil, student-at-law; and Charles Herbert Porter, barrister-at-law—all of Toronto. Capital \$100,000, divided into 10,000 shares of \$10 each. Chief place of business, Toronto.

Phonograph Specialties, Limited. Incorporators: Henri Hormisdas Duchesne and John James Tolland, manufacturers; Louis Philippe Lortie, accountant; Charles Arthur Beique, wholesale merchant; and Rene Latour, merchant—all of Montreal. Capital \$150,000, divided into 1,500 shares of \$100 each. Chief place of business, Montreal.

Dairy Products, Limited. Incorporators: Francis Wilson Griffiths, barrister, and Anna O'Farrell, stenographer—both of Niagara Falls; William Alexander Griffiths, druggist; Gaston James de Fleury, adjuster; and Frank Wise, publisher—all three of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Toronto.

British Columbia.

Industrial Lumber Company, Limited. Capital, \$50,000. Registered office, Vancouver.

Osoyoos Orchards, Limited. Capital \$100,000. Registered office, Penticton.

Manitoba.

F. C. Young, Limited. Incorporators: Frank Charles Young, merchant; Thomas A. Madill, accountant; Gudmundur A. Axford, barrister; Hernert Axford, retired gentleman; Gordon A. Maclean, accountant—all of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Winnipeg.

The Marigold Gold Mining Company, Limited. Incorporators: George Wilson Smith, broker; Urias S. Strome, financial manager; Charles B. McNair, clerk; John McEwen, broker; and Joseph F. Davidson, barrister—all of Winnipeg. Capital \$1,500,000, divided into 1,500,000 shares of \$1 each. Chief place of business, Winnipeg.

Ontario.

Canadian Light Railway Construction Company, Limited. Incorporators: Joseph Roebuck, student-at-law; Christopher James Corless, manufacturer; William Benjamin Jones, salesman; Phyllis Barton, stenographer; and Basil William Essery, solicitor—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Head office, Toronto.

The Nicholas Gold Mining Company, Limited. Incorporators: James Grey Hamilton and Charles Walter Smyth, barristers-at-law; and Kenneth John Crocker, George Thomson Scroggie, and George Wilson Moore, students-at-law—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

Gros Cap Mining and Exploration Company, Limited. Incorporators: Albert Abraham Peters, Florence Marie Bonnin, both of Sault Ste. Marie, miners; and William Daniel Clarke, manufacturer; Samuel Lightfoot, engineer; Thomas Joseph McBride, lumberman; and Robert McMann, mining broker—all of Sault Ste. Marie, Mich. Capital \$100,000, divided into 20,000 shares of \$5 each. Head office, Sault Ste. Marie.

Allied Shoe Factories, Limited. Incorporators: Wilfrid Field and George Meredith Orr, barristers-at-law; Alexander Hamilton Gillespie and Angus William Roe Sinclair, students-at-law; and Elizabeth McQuarrie, Harriett Green and Lily Harwood, stenographers—all of Toronto. Capital \$220,000, divided into 6,000 shares. Head office, Simcoe.

The Kenora Lumber Company, Limited. Incorporators: Henry Porter Cooke, barrister-at-law; Kathleen Dowsett and Evelyn Mary Smith, stenographers; Hazel Vicars Cooke, married woman; and Rupert Holycake Moore, insurance agent—all of Kenora. Capital \$200,000, divided into 2,000 shares of \$100 each. Head office, Kenora.

Okawaw-Kenda Gold Mines, Limited. Incorporators: Leo Joseph Phelan and Daniel Patrick James Kelly, barristers-at-law; Charles Patrick McTague, student-at-law; John Dishart, accountant; and Gertrude Mundy, stenographer—all of Toronto. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Head office, Toronto.

Canadian Mausoleums, Limited. Incorporators: Duncan Albert Bush, Port Dover, farmer; and William Coombs, carpenter; Jacob Leonard Pearson and Gordon Robbins, labourers; and Elva Adelaide Heard, stenographer—all of St. Thomas. Capital \$200,000, divided into 2,000 shares of \$100 each. Head office, Toronto.

Ivanhoe-Boston Gold Mines, Limited. Incorporators: Adalbert Frank Crane and Solomon Joseph Renaud, miners; George Gilbert Taylor Ware, barrister-at-law; Joseph Brisebois, notary public; and James Kennedy, prospector—all of Haileybury. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Haileybury.

The Frontier Oil and Gas, Limited. Incorporators: George Laws, accountant; Frank Howard Lerch, warehouseman; John Howard McLean, oil operator; Levi Rakestraw Lupton, financier; and John William Glenn, manufacturer—all of Buffalo. Capital \$300,000, divided into 3,000 shares of \$100 each. Head office, Fort Erie.

Northern Oilfields, Limited. Incorporators: William Thomas Sinclair, solicitor; Harold Ballentine Church, student-at-law; George Stevenson, and George Childs, merchants, and Stanley Marks Julian, salesman—all of Toronto. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Head office, Toronto.

The Inland Oil and Gas Company, Limited. Incorporators: Frank Albert Pugsley, Kenneth Clifford Case and Henry Papernick, students-at-law; Edna La Fontaine, stenographer; and John Francis Lennox, solicitor—all of Toronto. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Head office, Toronto.

F. F. Barber Machinery Company, Limited. Incorporators: Frank Frederic Barber, sales agent; and Leopold Macaulay, William Thomas Sinclair, Robert Dunn Moorhead, and Hugh Johnston McLaughlin, barrister-at-law—all of Toronto. Capital \$200,000, divided into 2,000 shares of \$100 each. Head office, Toronto.

TENDERS INVITED.

South Africa.

SOUTH AFRICAN RAILWAYS AND HARBOURS: CRANE FOR TABLE BAY.

From the office of the Canadian Trade Commissioner in London, England, there has been forwarded to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa, three copies of Tender Form No. D-1 and reference drawings for the supply and delivery of a 100-ton non-propelling floating, derricking crane for Table Bay Harbour (South African Railways and Harbours), recently transmitted to the High Commissioner for South Africa. Tenders must reach the High Commissioner for the Union of South Africa, 32 Victoria street, Westminster, S.W. 1, not later than noon of December 23, 1919.

These tender forms and reference drawings are open to the inspection of interested Canadian manufacturers at the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa (refer file 19607).

ADVANTAGES OF OIL OVER FUEL BUNKERING.

The *Journal of Commerce*, of Liverpool, in a recent edition made the following comment on the advantages of oil fuel over coal: "A remarkable illustration of the advantages of oil fuel over coal occurred in one of the Liverpool docks during the week end. In the ordinary process of coaling, a vessel of, say, 5,000 tons frequently occupied 48 hours from the time of berthing to the time of finishing. On Friday and Saturday six vessels were berthed in the West Branch Herculeaneum Dock and loaded up with oil fuel ready to depart, and, in fact, have left the dock ready for sea, and this despite the limited space in which the operations were carried on. The work was completed at a minimum of labour and expense compared with coal bunkering. This is a record which it is presumed will be hard to beat, and it shows that the Mersey port is still well to the front in its efficient handling of shipping."

WORLD DEARTH OF SUGAR.

(*London Times*.)

The British Sugar Beet Growers' Society (Limited), 14 Victoria street, Westminster, S.W. 1, state that in the coming factory season in Germany there will be about 50 fewer raw sugar factories in operation than in 1913. The area under sugar beet is said to have declined by about 19.4 per cent, the weight and sugar content of the crops being also seriously below the average. In France the damage has been on a much larger scale. Before the war there were 250 factories turning out one million tons of sugar annually. Of this about three-quarters were consumed in France, the remaining quarter being exported. The invaders destroyed 150 factories, and to-day the production is less than 150,000 tons per annum.

The world's supply has fallen greatly below the demand, and will apparently continue to fall. The society therefore point out that it is urgently necessary that England should produce, as well as consume sugar, and no longer be, as she was before the war, wholly dependent upon imported supplies.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, ST. MARYS, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

3173. **Agricultural implements, harvesting machinery.**—A London firm wish to get into touch with Canadian manufacturers of agricultural implements and harvesting machinery not already represented in Great Britain.

3174. **Market in Gold Coast and Nigeria.**—A London firm of African merchants desire to draw the attention of Canadian manufacturers to the market which exists for their goods on the Gold Coast and in Nigeria. They would like to get in touch with firms open to appoint selling agents in that territory.

3175. **Hay.**—A firm at Newcastle-on-Tyne desire to get into touch with Canadian exporters of hay.

3176. **Tomato canning machinery.**—A London firm ask for names of Canadian manufacturers of machinery for a tomato canning factory.

3177. **Cheese, vermicelli, chocolate, soap.**—A Dutch firm established in London wish to get into touch with Canadian exporters of cheese, vermicelli, chocolate, soap, etc.

3178. **Hosiery.**—A correspondent at Christiania, Norway, wishes to secure the agency of a Canadian manufacturer of hosiery.

3179. **Wooden houses, kitchen cabinets.**—A London correspondent desires to get into touch with Canadian manufacturers of wooden houses and kitchen cabinets seeking export business.

3180. **Articles of clothing.**—A London firm having a large market for Canadian manufactured fancy silk and wool golf coats, sweaters, fine jersey cloth costumes and children's knitted suits, make inquiry for names of manufacturers in the Dominion seeking export trade.

3181. **Market in West Africa.**—A merchant firm in London report a market in West Africa for flour, canned foodstuffs, cement, soft timber (deal particularly), steel framework and single story buildings, corrugated iron roofing, builders' hardware, enamelware, automobile accessories, stationery, soap (bar and toilet), cigarettes, patent medicines of proved value, etc., and would like to secure agencies for Canadian manufacturers of such lines.

3182. **Representation.**—A London firm of manufacturers' agents are prepared to undertake the representation of Canadian manufacturers of leather belting, engineering supplies, tools, lathes; they could also handle paper and wood-pulp.

3183. **Fruit pulp, canned goods.**—Inquiry is made by a London firm for names of Canadian manufacturers of fruit pulp and canned goods of all kinds.

3184. A Canadian soldier just demobilized in London, and stated to have considerable experience of commercial conditions on the Continent of Europe, is desirous of securing agencies of Canadian manufacturers seeking export trade in that market.

3185. **Canned fruits.**—The London branch of a company trading in Alsace-Lorraine wish to get into communication with Canadian manufacturers of high quality canned fruits.

3186. **Iron and steel bars, gas pipes, bolts, nuts, screws, leather and balata belting.**—A London firm of merchants and manufacturers' representatives seek supplies of iron and steel bars, gas tubes, bolts and nuts, screws, leather and balata belting, for the Portuguese, Grecian and Near Eastern markets, and invite offers from Canadian manufacturers.

3187. **Mica.**—A Manchester firm inquire for mica, 160 and 200 mesh.

3188. **Barytes.**—A Manchester firm inquire for "Satinite" or fine ground barytes. A sample is requested and prices delivered English port.

3189. **Phosphate and pyrites.**—A Manchester firm would like to receive samples of the foregoing with prices delivered English port.

3190. **Minerals.**—A Manchester firm are in a position to consider importation of all kinds of Canadian minerals. Small samples should be submitted with prices.

3191. **Folding chairs.**—A large Johannesburg firm of general agents wish to get in touch with a Canadian firm manufacturing portable folding chairs with a view to representing them in South Africa. This firm are in an excellent position to do a large business in this line, as they are well known throughout the Union.

3192. **Building material.**—A Johannesburg firm specialising in building material wish to represent Canadian manufacturers of doors, windows, wall boards and other building material.

3193. **Architectural material.**—A Johannesburg firm wish to represent Canadian manufacturers of goods associated with the architectural profession. Correspondence with full particulars requested.

3194. **Optical goods.**—An East London optical specialist wishes to obtain from Canada optical goods suitable for a high-class optical house, such as extra heavy and strong G/F frames, high quality, periscopic and meniscus lenses (spherical), white and tinted, etc. Catalogues of high-class optical goods of every description requested.

3195. **Mineral water bottles.**—A Johannesburg firm of spirits and mineral water merchants would like to take up the representation of a good Canadian-made mineral water bottle. Immediate correspondence requested.

3196. **Leather, leather imitations in cloth.**—A firm in Milan, Italy, wish to be put in touch with Canadian houses dealing in leather and leather imitations for fancy goods furniture, carriage covers, etc.

3197. **Boots and shoes.**—A firm in Milan, Italy, wish to hear from Canadian exporters of boots and shoes.

3198. **Boots and shoes and findings.**—An important firm of representatives in Milan, Italy, wish to hear from Canadian exporters of boots and shoes and findings.

3199. **Boots and shoes and findings.**—A firm in Milan, Italy, wish to hear from Canadian manufacturers of the foregoing articles.

3200. **Boots and shoes.**—Two firms manufacturing boots and shoes in Milan, Italy, would like to hear from Canadian import and export houses.

3201. **Boots and shoes.**—A firm manufacturing boots and shoes in Milan, Italy, wish to get in touch with Canadian houses.

3202. **Boots and shoes, leather.**—A firm in Vigevano, Italy, wish to hear from Canadian exporters of boots and shoes, leather.

3203. **Boots and shoes, tanned leathers.**—A firm in Milan, Italy, would like to get in touch with Canadian exporters of boots and shoes and tanned leathers.

3204. **Boots and shoes.**—A firm of representatives in Milan, Italy, are prepared to represent Canadian houses on a commission basis.

3205. **Boots and shoes, raw and tanned leathers.**—A firm in Genoa, Italy, desire to hear from Canadian exporters of boots and shoes and raw and tanned leathers.

3206. **Furs and umbrellas.**—A firm in Turin, Italy, wish to get in touch with Canadian companies exporting furs and umbrellas.

3207. **Shoe machinery.**—A firm in Turin, Italy, inquire for Canadian shoe machinery.

3208. **Sporting articles, boots and shoes for same.**—A firm in Turin, Italy, desires to get in touch with Canadian firms exporting the foregoing articles.

3209. **Hides and skins, tanning extracts, etc.**—An old-established firm in Turin, Italy, desire to obtain Canadian hides and skins and tanning extracts.

3210. **Boots and shoes, leathers.**—A firm of representatives in Rome wish to represent Canadian houses.

3211. **Boots and shoes, tanned leathers.**—A firm in Genoa wish to act as exclusive agent for Canadian houses dealing in boots and shoes, tanned leathers.

3212. **Sugar.**—An importer of sugar in Paris wishes firm offers of Canadian sugar.

3213. **Automobile accessories.**—A firm of commission merchants in Paris, established fifty years, and already connected with Canadian and American firms, wish to import from Canada into France automobile accessories such as brake-linings, ball-bearings, watches for motor-cars, speedometers, radiators, thermometers, accumulators and ignitors. Ball-bearings must be of a very good steel, completely filled with balls, and sold at a reasonable price.

3214. **Small articles.**—The director of a French commercial firm in Paris wishes to have offers from Canadian exporting firms on all small articles in connection with agriculture, hardware, office furniture, small auxiliary machines, household articles.

3215. **Canadian products.**—A French importing and exporting concern in Paris, with capital of francs 100,000, having correspondents in London, New York, Brussels, Milan, Barcelona, and agencies in London and Athens, wish to do business with Canadian firms in all sorts of Canadian products.

3216. **Glass.**—A French doctor in Rouen, France, wishes to get in touch with Canadian exporters so as to import glass into France.

3217. **Raw materials.**—An agent in raw materials in Lyons, France, wishes to import from Canada for industrial purposes.

3218. **Mineral oils, fats.**—A commercial agent in Marseilles, France, wishes to be put into connection with Canadian firms so as to import into France mineral oils and fats.

3219. **Agency.**—A firm of merchants and ships' chandlers in Havre, France, wish to get into correspondence with Canadian exporters.

3220. **Agency.**—A commercial and maritime agent in Paris, France, wish to be put into connection with Canadian firms.

3221. **Agencies.**—A commercial agent in Lyons, France, wishes to be put into connection with Canadian firms desiring a reliable agent in France to sell all sorts of Canadian goods.

3222. **Machine tools.**—A limited liability company in Paris desires to get in touch with Canadian firms so as to import machine tools into France.

3223. **Pigs' bristles.**—A commission agent in Lyons, France, desires to import from Canada pigs' bristles for making hard brushes.

3224. **Industrial machinery.**—An important firm in Bilbao, Spain, handling industrial machinery of all kinds, desire an exclusive agency in Spain for Canadian products.

3225. **Lumber, wood-pulp, codfish, and grain.**—A firm in Madrid with agencies in Barcelona, Bilbao, and Gijon, desire to hear from Canadian exporters of codfish, lumber, wood-pulp, and grain.

3226. **Chemicals.**—A Barcelona, Spain, chemical firm inquire for acetone, acetic acid, and chemical products.

3227. **General merchandise.**—An English firm in Barcelona, Spain, are prepared to treat with Canadian exporters to Spain of general merchandise.

3228. **Codfish.**—A firm at Barcelona, for thirty years in the codfish trade of Spain, would act as commission agent or representative for Canadian shippers of dried cod-

3229. **Industrial supplies and hardware.**—A Barcelona house which has many excellent connections with foreign firms would welcome proposals from Canadian manufacturers of industrial machinery and hardware.

3230. **Grain.**—An old-established grain firm in Barcelona, Spain, which also operates in different parts of the world, are disposed to consider offers from shippers of Canadian grain.

3231. **Foodstuffs.**—A firm of importers and exporters at Barcelona desire to represent Canadian houses exporting foodstuffs.

3232. **Agricultural machinery.**—A firm at Barcelona dealing in agricultural machinery would be glad to hear from Canadian suppliers.

3233. **Wood-pulp and lumber.**—A French firm with offices in Marseilles, Genoa, and Barcelona, ask for Canadian wood-pulp and lumber.

3234. **Fertilizers.**—A firm with head offices in Valencia and branch offices in Barcelona, Bilbao, Seville, and Malaga, inquire for fertilizers for agricultural purposes.

3235. **Machinery and iron and metal goods.**—A very important English firm in Barcelona and Madrid are anxious to make Canadian connections.

3236. **Railway material, iron and steel products, wood-pulp.**—An English firm of brokers in Barcelona are ready to act as commission agents for Canadian firms prepared to export steel rails, ship plates, joists, angles, tees, railway and tram-car wheels and axles, tires; also wood-pulp.

3237. **Asbestos fibre, asbestos sheets, marine supplies.**—A manufacturing firm in Barcelona, Spain, with branch offices in Bilbao, Gijon, and Huelva, and which formerly has bought its asbestos supplies in England, desire to link up with Canadian houses for direct purchases. This firm are also interested in supplying their clientele with marine supplies.

3238. **Boots and shoes.**—A firm in Barcelona, familiar through considerable experience with the boot and shoe trade in Spain, would be disposed to consider offers from Canadian houses exporting boots and shoes, especially men's qualities.

3239. **Machinery, timber, heavy chemicals and metals.**—An English firm in Barcelona, Spain, with good connections, are open to act for and represent Canadian houses in the foregoing products.

3240. **Asbestos for packing.**—An important firm at Barcelona, Spain, manufacturing asbestos packing, among other things, would be glad to obtain suitable asbestos from Canada.

3241. **Agricultural machinery.**—An important firm in Madrid handling agricultural machinery are interested in obtaining supplies from Canada.

3242. **Codfish.**—An old-established firm of importers and exporters at Malaga, Spain, would like to do Spanish business in Canadian codfish.

3243. **Hardware, enamelware, toys, writing articles.**—An important firm in Malaga, Spain, would be pleased to enter into negotiations with Canadian houses prepared to export hardware, enamelware, toys, writing articles.

3244. **Hardware, enamelware, iron tubes.**—A firm of wholesale and retail merchants in Malaga, Spain, carrying on a most important business in the foregoing articles, would like to enter into relations with Canadian suppliers.

3245. **Agricultural machinery.**—A firm importing agricultural machinery at Cordoba and Seville, Spain, would entertain proposals from Canadian exporters.

3246. **Hardware and enamelware.**—A firm at Seville, Spain, for wholesale and retail trade in hardware and enamelware, would be glad to open up correspondence with Canadian suppliers.

3247. **Engineering accessories.**—An English firm in Bilbao, Spain, now handling exclusive agencies in Spain for English engineering firms, would be glad to hear from Canadian exporters of engineering lines.

3248. **Hardware, electrical supplies.**—A firm in Bilbao, Spain, inquire for Canadian supplies in hardware and electrical supplies.

3249. **Agricultural machinery and instruments.**—An important firm at Bilbao, Spain, carrying on considerable business in machinery and instruments for agriculture, are most desirous of getting in touch with Canadian suppliers.

3250. **Machine tools and general hardware.**—An important house of importers at Bilbao, Spain, ask for machine tools and general hardware from Canada.

3251. **Hardware and machine tools.**—A firm at Bilbao, Spain, importing hardware and machine tools would be glad to hear from Canadian exporters.

3252. **Food products of all kinds.**—One of the most important Spanish houses importing foodstuffs of all kinds, with offices in Bilbao and Madrid, are desirous of hearing from Canadian exporters of alimentary products.

3253. **Agricultural machinery, industrial machinery and accessories.**—An important firm of importers at Bilbao, Spain, with branches and warehouses throughout Spain, state their desire to enter into relations with Canadian firms exporting agricultural and industrial machinery and accessories of all kinds.

3254. **Hardware, industrial machinery.**—A house in Bilbao, Spain, and Madrid, handling hardware and machinery, are disposed to consider Canadian offers in hardware and industrial machinery.

3255. **Sporting goods.**—A firm in Barcelona, Spain, inquire for Canadian sporting goods.

3256. **Hardware and machine tools.**—An old-established firm of hardware and machine tool merchants in Barcelona, Spain, would be interested in hearing from Canadian exporters.

3257. **Industrial machinery.**—A favourably known English firm of representatives in Barcelona, Spain, desire to hear from Canadian manufacturers of industrial machinery, gas motors, steam engines, etc.

3258. **General merchandise.**—A trading company in Barcelona, Spain, inquires for general Canadian merchandise.

3259. **Metals, chemical products, hardware.**—A firm of representatives and buying agents at Barcelona, Spain, would be glad to hear from Canadian exporters of metals, chemical products and hardware.

3260. **Electric installations, etc.**—A Barcelona firm of English importers are prepared to negotiate with Canadian plants offering electric installations, etc.

3261. **Tinned foodstuffs.**—A joint-stock company in Barcelona, Spain, familiar with the needs of the Spanish market in tinned foodstuffs are disposed to consider Canadian offers.

3262. **Sausage casings and foodstuffs.**—A Barcelona, Spain, firm are interested in importing the foregoing from Canada.

3263. **Abrasive wheels, transmission machinery and supplies for iron and steel trades.**—An English firm in Barcelona, Spain, would handle the above products provided Canadian prices are competitive.

3264. **Chemicals, colours, etc.**—A firm at Barcelona, Spain, representing foreign houses exporting pharmaceutical products, chemicals, colours, etc., would be glad to hear from Canadian exporters.

3265. **Automobile and bicycle accessories.**—An important English firm at Barcelona, Spain, dealing exclusively in automobile and bicycle accessories, would consider Canadian offers.

3266. **Lumber.**—An important firm of lumber importers in Bilbao, Spain, inquire for Canadian timber.

3267. **Codfish.**—One of the most important codfish importing houses in Spain inquire for Canadian cod.

3268. **Agricultural machinery.**—One of the oldest houses in Spain, with head office at Madrid, importing agricultural machinery and heavy hardware, and which already has done business with Canada, would be glad to treat further with Canadian houses.

3269. **Heavy chemicals.**—A firm in Barcelona, Spain, carrying on business in coal and heavy chemicals would be glad to do business with Canada.

3270. **Chemicals, foodstuffs.**—An English firm of commission agents at Barcelona, Spain, are prepared to enter into negotiations with Canadian firms exporting chemicals and foodstuffs.

3271. **Codfish.**—A large firm of codfish importers in Barcelona, Spain, would be glad to hear from Canadian firms.

3272. **Lumber.**—An important firm of lumber buyers in Barcelona, Spain, which has received Canadian cargoes of lumber in pre-war days, desire further Canadian shipments.

3273. **Electrical machinery, supplies and accessories.**—An important English firm in Barcelona, Spain, handling the above articles both for the wholesale and retail trade, would welcome Canadian offers.

3274. **Lumber.**—A firm of Valencia, Spain, inquire for Canadian lumber.

3275. **Agricultural machinery.**—An importing firm of Valencia, Spain, handling agricultural machinery would like to hear from Canadian exporters.

3276. **Foodstuffs.**—A firm at Seville, Spain, inquire for tinned foodstuffs from Canada.

3277. **Agricultural machinery.**—A firm at Malaga, Spain, inquire for Canadian agricultural machinery.

3278. **Motor-cars, auto. and bicycle accessories.**—An English firm at Malaga, Spain, would be glad to hear from Canadian firms exporting motor-cars, auto. and bicycle accessories.

3279. **Wood-pulp.**—The most important importers of wood-pulp in Spain would be glad to receive offers from Canadian exporters.

3280. **Industrial supplies.**—An important firm in Madrid whose manager is a Canadian is disposed to do business with Canada in general industrial supplies.

3281. **High-class paper and stationery.**—An English house at Madrid would be glad to enter into relations with Canadian exporters of paper and stationery.

3282. **Flour.**—An important firm of importers and exporters at Naples, Italy, with branch houses in Salonica and Cairo, desire to get in touch with Canadian exporters of flour.

3283. **Belting.**—A house in Naples, Italy, desire the exclusive agency for central and southern Italy of Canadian firms ready to export balata or leather belting. Dimensions range from 60 to 400 mm.

3284. **Iron and steel bars.**—A firm in Naples, Italy, would like to enter into relations with Canadian exporters of iron and steel bars and rods.

3285. **Condensed milk, chocolate, sugar, flour.**—An importer in Antwerp, Belgium, desires to obtain the following products: condensed milk, chocolate, sugar and flour.

3286. **Portable houses.**—A New York company wishes to get into communication with Canadian manufacturers of portable houses. This company are dealers not manufacturers, and they wish to secure in Canada portable and ready-made garages, cottages, real estate offices, schools, churches, children's play-houses, summer kitchens, hunters' cabins, golf link houses, etc.

3287. A firm of importers in Athens, Greece, desire to be brought in touch with Canadian manufacturers of saw and woodworking machinery, fertilizer materials, wire nails, screws for iron and wood and also with a Canadian lumber exporter.

3288. **Agencies in Roumania.**—A commission agent in Bucharest, Roumania, with the best connections both in that country and in Bulgaria and Servia, desires to take up agencies for textiles, porcelain and paper in that country.

3289. **Steel and metals.**—An importer of Paris, France, desires to be brought in touch with Canadian exporters of steel and metals of all kinds.

3290. **Butter, cheese, flour, rye.**—A firm of importers in London, England, desire to obtain offers of Canadian butter, cheese, white flour and rye.

3291. **Drugs.**—A firm of French druggists wish to get in touch with Canadian exporting firms in drugs.

3292. **Agencies in Northern Caucasia.**—A commission agent in Northern Caucasia (departments of the Don and Kuban), Russia, desires to be brought in touch with the Canadian firms who are prepared to export the following articles:—

Fishing nets and accessories.

Bags, top-awnings, twine and rope.

Agricultural machinery and implements.

Machinery, motors and all fixtures for installing and operating wad factories, woollen manufactures, cotton prints, boots and shoes, match factories, sawmills, ice-works, sugar refineries, distilleries and steam mills.

Means of financing large enterprises interested in transportation and harbours.

Construction of electric tramways, of electric light plants, of water works and conduit pipes.

Corks and cork articles.

Bottles and wire for bottling (fixing cork).

Soft drinks extracts.

Liquors and tools for leather tanning.

Ladies' and gents' fine shoes.

Tea, coffee, cocoa, chocolate, sugar.

Terms on which business is to be conducted to be stated in first letter, with commissions; also terms of reimbursements at Rostoff-on-the-Don. Catalogues, price lists and samples of goods required.

3293. An important company with headquarters in Alexandria, Egypt, and which already has its organization established in Turkey, Greece, Mesopotamia, South Russia and the Caucasus, and is now establishing in Serbia, Roumania and Bulgaria, desire to be brought in touch with Canadian exporters of rice and flour. This company, which is shortly to extend by opening branches in the Near East, including Syria and Palestine, would also like to obtain agencies for Canadian manufacturers.

3294. **Agencies in London.**—A newly-formed company in London, England, desire to obtain agencies for Canadian firms for the following classes of merchandise: Leather belting makers; engineering supplies; toolmakers' supplies; belt lace makers' supplies; general engineering supplies; fruit pulp manufacturers (packers only), all kinds; paper and pulp manufacturers; groceries.

3295. **Chemists' supplies.**—Inquiry is made on behalf of an importing house in Port-of-Spain, Trinidad, for quotations for one litre and litre size 'douche cans, enamelled white, c handles; dispensing bottles, and chemists' glassware.

3296. **Russia and Siberia.**—An important trading company in Russia, first established in that country in 1898, one of whose main objects is to represent British and American manufacturers in Russia, and to supply them with raw materials from Russia, desire to take up general agencies for Canadian manufacturers. This company, which covers all important towns in Russia, Siberia and Finland, with representatives abroad, have the necessary capital and credit in Russia to organize and handle large commercial undertakings, but, owing to Bolshevik troubles, have transferred temporarily their head offices, sample showrooms and principal stores, which were in Petrograd, to Vladivostok and Harbin. At present they act as general agents for the "All Siberian Town and Country Councils." The company's representative for Canada is located in Victoria, B.C., and he possesses the necessary authority and instructions to act on their behalf.

3297. **Men's hose, cottons; nickel and stellite**—A manufacturers' agent in Milan, Italy, desires to obtain agencies for high-grade men's hose, including silk; also cotton goods of all kinds. He was formerly in the metal business and has good opportunities to dispose of nickel and stellite or similar material.

3298. **Soft goods, boots.**—A firm in Launceston, Tasmania, who wish to give preference to goods made in the British dominions, desire to obtain samples of soft goods and boots from Canada.

3299. A firm in Karachi, India, desire to obtain wines, stores, general fancy goods, cycles, motor-cars, building materials (bricks, tiles), and ice-manufacturing machinery.

3300. Technical products, machinery.—A commission agent in Buckarest, Roumania, with thirty years' experience, desires to represent Canadian firms in technical products and machinery.

3301. Agencies in Paris.—A commission agent of Paris, France, desires to be put in communication with Canadian manufacturers of shoes, clothing, underwear, dry goods; machinery, implements, or any article made in Canada, which may be sold in France; alimentary products, preserved meats, fishes, vegetables, cheese, fruits, etc.

3302. Agencies in Lyons.—A commission agent in Lyons, France, is open to take up agencies for Canadian manufacturers in the following lines: shoes, clothing, underwear, dry goods; machinery, implements, or any article made in Canada, which may be sold in France; alimentary products, preserved meats, fishes, vegetables, cheese, fruits, etc.

3303. Church supplies.—A firm in Caracas, Venezuela, who import religious articles and church supplies, such as rosaries, chromos, prints, crosses, crucifixes, Catholic books; scientific books, music, etc., desire to be brought in touch with Canadian exporters of the same. Prices and conditions of sale, time and cash, and discounts.

3304. Agencies in British Guiana.—A firm of import agents in Georgetown, British Guiana, desire to obtain agencies for Canadian manufacturers in all lines.

3305. Foodstuffs.—An importer in Valetta, Malta, desires to be brought into touch with Canadian exporters of flour, lard, sugar and other foodstuffs. Would also act as shipping agent.

3306. Representation.—A firm of importers in British India with head office in Calcutta are desirous of getting into touch with Canadian importers who desire representation in India or Great Britain.

3307. Foodstuffs, alcohol.—A firm of importers in Gibraltar desire to obtain supplies of sugar, butter, flour, wheat, canned and preserved meat, fish and alcohol.

3308. Rubber goods, drugs, etc.—A commission agent in Havana, Cuba, desires to take up representation of Canadian manufacturers of rubber goods, drugs, pharmaceutical and chemical products and kindred lines.

3309. A Canadian experienced in banking has just returned from Roumania where he spent three months investigating trade conditions. He had unusual opportunities of becoming acquainted with leading business men and believes that there are great opportunities for the sale of Canadian goods in that country at the present time. He proposes to return to Roumania early in January, 1920, and wishes to arrange with a group of Canadian manufacturers to represent them there. He has sufficient capital to initiate his enterprise in a way creditable to the Canadian manufacturers whom he will represent.

BRITISH MAXIMUM PRICES FOR MOTOR SPIRIT.

United States Commerce Reports.)

Prices fixed by the British (Government) Board of Trade for motor spirit in the United Kingdom are announced through the press as follows:—

Wholesale.—Spirit in can (per gallon)—Aviation, 4s. (\$0.73); special boiling points, 2s. 11½d. (\$0.72); No. 1, 2s. 8d. (\$0.65); No. 3, 2s. 6d. (\$0.61). For delivery to commercial consumers (not for re-sale) in steel barrels, 1d. (\$0.02) per gallon less than can price; and for delivery in bulk to commercial consumers (not for re-sale), 1½d. (\$0.03) per gallon less than can price. When sold for delivery in Scotland or Ireland 1d. (\$0.02) per gallon to be added to all above prices.

Retail.—The maximum prices at which motor spirit may be sold by retail shall be delivered price per gallon to the retailer, with an addition of 4½d. (\$0.09) a gallon. Quantities less than a gallon shall be sold at a price proportionate to that charged per gallon. When motor spirit is delivered by a retailer to a purchaser at any place other than the retailer's place of business an extra charge at the rate of 1d. (\$0.02) for a gallon or any part of a gallon may be added.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. **Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. **Steel and iron products, machinery, etc.**—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S. Agencies in China.**—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S. Agencies.**—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25. **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30. **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31. **R.S.** Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32. **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.** Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

34 **R.S.**—A Danish-Canadian, who served in the Canadian army in France for four years, would like to secure agencies for Canadian manufacturers desiring to export to Denmark, Sweden and Norway. He speaks English, Danish, Norwegian, Swedish, Russian and German. Spent six and a half years in Copenhagen before coming to Canada.

35 **R.S.**—A demobilized Canadian officer who is returning early in November to Dublin, Ireland, where he is in partnership with one of the leading manufacturers' agents, desires to obtain for his firm connections with Canadian manufacturers.

36 **R.S.**—Former officer in the C.E.F. who has an excellent pre-war connection with grocers, wine dealers, co-operative stores and druggists in London, England, and in Belgium, is desirous of acting as resident sales representative for detail work in districts named. Salary on commission basis. Fluent in languages, excellent references, and able to show results. Would introduce new lines or work up lines for a firm already represented by agents.

37 **R.S.**—Representation in India and Egypt.—A returned Canadian officer of the Indian Army Reserve, with four years' service in France, India, Egypt, and Palestine, would like to communicate with exporters wishing to sell goods in India and Egypt. He can speak Hindustani and has good knowledge of Indian customs and the business cities of India. Is also familiar with conditions in Egypt and Palestine.

39 **R.S.**—A Canadian officer, who during the war served with the Polish army, wishes to represent a number of Canadian firms in Poland. He has already been invited by Polish officials to establish business in Warsaw and would later be able to do business with Russia. He is well acquainted with Premier Paderewski.

TRADE MARKS PROTECTION IN SOUTH AMERICA.

(British Board of Trade Journal.)

The International Trade Mark Protection Bureau created by the convention at Buenos Aires for the northern group of republics is now beginning actual operations, according to a telegram from the director to the United States Government. The bureau was established as a result of the efforts on the part of the International High Commission to bring about the ratification and actual observance of the convention on trade marks signed at Buenos Aires in 1910. In 1918 the convention was ratified by enough States in North and Central America and the West Indies to make possible the inauguration of the Registration Bureau intended for these countries. It is considered probable that within the present calendar year the other bureau to be established under the convention, namely, the one at Rio de Janeiro intended to serve the ten republics of South America, will be opened, as it is hoped that two more ratifications will be secured, and thus the convention will be fully complied with.

CANADIAN GOVERNMENT MERCHANT MARINE LIST OF SAILINGS, 1919-20.

The following table gives the list of proposed sailings for the winter season of 1919-20 of the Canadian Government Merchant Marine, Limited, which has opened offices at Halifax and St. John, with Mr. A. Hector and Mr. J. P. Doherty respectively as port agents:—

SAILINGS, 1919-20.*(Subject to change without notice.)***Liverpool Service.****FROM MONTREAL.**

Canadian Voyageur.. . . .	On or about Nov. 25.
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FROM HALIFAX, N.S.

Canadian Seigneur.. . . .	Dec. 15.
Canadian Miller.. . . .	Jan. 5.
Canadian Seigneur.. . . .	Feb. 2.
Canadian Miller.. . . .	Feb. 22.

FROM ST. JOHN, N.B.

Canadian Rancher.. . . .	Dec. 6.
Canadian Ranger.. . . .	Dec. 10.
Canadian Voyageur.. . . .	Jan. 8.
Canadian Rancher.. . . .	Jan. 22.
Canadian Ranger.. . . .	Jan. 28.

London Service.**FROM MONTREAL.**

Canadian Volunteer.. . . .	Nov. 25.
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FROM ST. JOHN, N.B.

Canadian Navigator.. . . .	Jan. 9.
Canadian Volunteer.. . . .	Jan. 14.
Canadian Navigator.. . . .	Feb. 27.
Canadian Volunteer.. . . .	Mar. 4.

Glasgow Service.**FROM HALIFAX, N.S.**

Canadian Trapper.. . . .	Dec. 5.
Canadian Trooper.. . . .	Dec. 24.
Canadian Aviator.. . . .	Jan. 14.
Canadian Trapper.. . . .	Jan. 19.
Canadian Trooper.. . . .	Feb. 11.
Canadian Aviator.. . . .	Feb. 28.

Rio de Janeiro, Santos, Brazil, and Buenos Aires, Argentine, Service.**FROM HALIFAX, N.S.**

Canadian Spinner.. . . .	Dec. 20.
Canadian Pioneer.. . . .	Jan. 20.

Australian Service.**FROM VANCOUVER, B.C.**

Canadian Raider.. . . .	On or about Dec. 10.
-------------------------	----------------------

St. John's, N.F., Service.**FROM MONTREAL.**

Canadian Adventurer.. . . .	Nov. 24.
Canadian Sower.. . . .	Nov. 25.

FROM CHARLOTTETOWN, P.E.I.

Canadian Adventurer.. . . .	Lec. 4.
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FROM HALIFAX, N.S.

Canadian Sower.. . . .	Dec. 10.
Canadian Adventurer.. . . .	Dec. 17.

Havana, Cuba, Service.**FROM MONTREAL.**

Canadian Warrior.. . . .	Nov. 25.
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FROM HALIFAX, N.S.

Canadian Trader.. . . .	Dec. 3.
Canadian Sailor.. . . .	Dec. 18.
Canadian Trader.. . . .	Jan. 5.

Kingston, Jamaica, and Havana, Cuba, Service.**FROM MONTREAL.**

Canadian Recruit.. . . .	Nov. 25.
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FROM ST. JOHN, N.B.

Canadian Warrior.. . . .	Dec. 30.
Canadian Recruit.. . . .	Jan. 10.
Canadian Warrior.. . . .	Feb. 2.
Canadian Recruit.. . . .	Feb. 12.

Barbados, Trinidad and Demerara Service.**FROM HALIFAX, N.S.**

Canadian Signaller.. . . .	Dec. 27.
Canadian Gunner.. . . .	Jan. 18.
Canadian Signaller.. . . .	Feb. 5.
Canadian Gunner.. . . .	Mar. 2.

PROPOSED SAILINGS FROM CANADIAN PORTS*Subject to change without notice.***From Quebec.****QUEBEC TO LIVERPOOL.***Empress of France, C.P.O.S. Line, about November 25.***From Montreal.****MONTREAL TO LIVERPOOL.**

Canadian Voyageur, Can. Govt. Mer. Marine, Ltd., about November 25; Scandinavian, C.P.O.S. Line, about November 26.

MONTREAL TO LONDON.

Dunbridge, C.P.O.S. Furness Line (C.P.O.S.), about November 25; *Canadian Volunteer*, Can. Govt. Mer. Marine, Ltd., about November 25; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about November 27.

MONTREAL TO ANTWERP.

Scotian, C.P.O.S.-Furness Line (C.P.O.S.), about November 26.

MONTREAL TO MANCHESTER.

Manchester Brigade, Manchester Liners, about November 25.

MONTREAL TO BELFAST.

Melmore Head, Head Line, about November 25.

MONTREAL TO HAVRE (FRANCE).

Wisley, Canadian-Trans-Atlantique Line, about November 26.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan Macbeolan, Houston Lines, about November 25.

MONTREAL TO KINGSTON (JAMAICA) AND HAVANA (CUBA).

Canadian Recruit, Can. Govt. Mer. Marine, Ltd., about November 25; **Canadian Warrior*, Can. Govt. Mer. Marine, Ltd., about November 25.

MONTREAL TO ST. JOHN'S, NEWFOUNDLAND.

Canadian Sower, Can. Govt. Mer. Marine, Ltd., about November 25.

From Halifax.**HALIFAX TO LIVERPOOL.**

Canadian Seigneur, Can. Govt. Mer. Marine, Ltd., about December 15

HALIFAX TO GLASGOW.

Canadian Trapper, Can. Govt. Mer. Marine, Ltd., about December 5; *Canadian Trooper*, Can. Govt. Mer. Marine, Ltd., about December 24.

HALIFAX TO RIO DE JANEIRO, SANTOS (BRAZIL), AND BUENOS AIRES, ARGENTINE SERVICE.

Canadian Spinner, Can. Govt. Mer. Marine, Ltd., about December 20.

HALIFAX TO ST. JOHN'S, NEWFOUNDLAND.

Canadian Sower, Can. Govt. Mer. Marine, Ltd., about December 10; *Canadian Adventurer*, Can. Govt. Mer. Marine, Ltd., about December 17.

HALIFAX TO HAVANA, CUBA.

Canadian Trader, Can. Govt. Mer. Marine, Ltd., about December 3; *Canadian Sailor*, Can. Govt. Mer. Marine, Ltd., about December 18.

HALIFAX TO BARBADOS, TRINIDAD AND DEMERARA.

Canadian Signaller, Can. Govt. Mer. Marine, Ltd., about December 27.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chignecto, Royal Mail Steam Packet Co., about November 28; *Chaudiere*, Royal Mail Steam Packet Co., about December 12.

* Havana, Cuba, only.

From St. John.

ST. JOHN TO LIVERPOOL.

Canadian Rancher, Can. Govt. Mer. Marine, Ltd., about December 6; *Canadian Ranger*, Can. Govt. Mer. Marine, Ltd., about December 10.

ST. JOHN TO KINGSTON, JAMAICA, AND HAVANA, CUBA.

Canadian Warrior, Can. Govt. Mer. Marine, Ltd., about December 30.

WEST ST. JOHN AND HALIFAX TO MANCHESTER.

Manchester Hero, Manchester Liners, about December 14; *Manchester Importer*, Manchester Liners, about December 28.

WEST ST. JOHN TO LONDON.

Cornish Point, Furness Line, about December.

WEST ST. JOHN TO HAVRE.

Honduras, Compagnie Can. Transatlantique (Canada Steamship Lines, agents), about December 6; *Hudson*, Compagnie Can. Transatlantique (Canada Steamship Lines, agents), about December 13; *Lord Dufferin*, Compagnie Can. Transatlantique (Canada Steamship Lines, agents), about December 22.

WEST ST. JOHN TO ANTWERP.

Messina, Furness Line, about December 5; *Castellani*, Furness Line, about December 20.

WEST ST. JOHN TO AUCKLAND, WELLINGTON, TIMARU, DUNEDIN, MELBOURNE AND SYDNEY.

Orari, New Zealand Steamship Co., about December 21.

From Charlottetown, P.E.I.

CHARLOTTETOWN TO ST. JOHN'S, NEWFOUNDLAND.

Canadian Adventurer, Can. Govt. Mer. Marine, Ltd., about December 4.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Protestilaus, Blue Funnel Line, about December 4.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Manila Maru, Osaka Chosen Kaisha, about December 1.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Katori Maru, Nippon Yusen Kaisha, about December 3.

From Vancouver.

VANCOUVER AUSTRALIAN SERVICE.

Canadian Raider, Can. Govt. Mer. Marine, Ltd., about December 10.

VANCOUVER TO MARSEILLES, GENOA AND MEDITERRANEAN PORTS.

Mont Cervin, Dingwall, Cotts & Co., agents, about January 15.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Australasian Royal Mail Line, about November 29; *Makura*, Canadian Royal Mail Line, about December 13.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Asia, C.P.O.S. Line, about December 25.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Bessie Dollar, Canadian Robt Dollar Co., about December 7.

CREW LISTS TO BE FURNISHED BY INCOMING VESSELS IN THE PANAMA CANAL.

The Governor of the Panama Canal, Balboa Heights, Canal Zone, has issued the following notice to steamship lines:—

1. Circular No. 679-4, dated December 8, 1917, requires that "all vessels entering Canal Zone ports, or transiting the canal, will be required to furnish a correct copy of their crew lists to the quarantine officer, in addition to the copy which is now furnished the boarding inspector of the customs service by vessels stopping at canal zone ports."

2. In order that these lists may be prepared with minimum effort in the required form, the Panama Canal has prepared a form (No. 1509), "Crew List for Incoming Vessels," which may be used when other suitable lists giving the required information are not available. This form is being distributed to steamship operators, and additional copies may be secured as needed by request made to the Panama Canal, Balboa Heights, Canal Zone, or the Panama Canal, Washington, D.C.

3. Attention is invited to the fact that this form is designed to give requisite information to the customs and quarantine authorities at the canal zone only for incoming ships of all nations. Form 710-A of the Department of Commerce is used at the canal zone for crew lists of American ships with crews signing on and shipping from the canal zone, under the supervision of the deputy Commissioners.

INCREASE IN PRICE OF COAL IN THE PANAMA CANAL ZONE.

A cablegram from the Governor of the Panama Canal, Balboa Heights, Canal Zone, advises that the price of coal supplied to steamships at the canal will be increased \$2 per ton effective November 16, 1919.

FUEL OIL FOR TEXTILE MILLS.

(British Board of Trade Journal.)

The cotton manufacturers of New Bedford and Fall River, according to the *Philadelphia Public Ledger*, have been seriously investigating various methods by which they can do away with the use of coal at their manufacturing establishments, except such coal as is needed for purely heating purposes. It is further stated that within the last few months the idea of using fuel oil has been considered by some of the leading manufacturers, who look upon this project with great favour. Already one Fall River mill (the Charlton), it is reported, is engaged in installing apparatus to make possible the use of oil in place of coal, while another Fall River mill (the King Philip) has virtually decided to follow suit, and is ordering the necessary equipment.

NEXT LYONS FAIR TO HAVE CATALOGUE OF EXHIBITS.

(United States Commerce Reports.)

In order to enable buyers of different countries to become acquainted with the names of the various firms which will have exhibits at the Lyons Fair, it is planned hereafter to issue about a month prior to the opening of the fair a catalogue giving the names and addresses of the firms exhibiting and a list of the commodities to be exhibited by them. It is left to the option of the exhibitor whether he shall have his name appear in this preliminary catalogue or only in the final one. The fifth spring fair will be held at Lyons, France, March 1 to 15, 1920, and the administration has announced that it is ready for the filing of applications.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "the Deputy Minister, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Annual Report of the Department of Agriculture, 1914.

" " **Harbour of Montreal, 1914.**

" " **Navy Department, 1910.**

Canadian Annual Review, 1911, 1913.

" **Official Postal Guide, 1913, 1915.**

" **Parliamentary Guide, 1899, 1905, 1909, 1912.**

" **Trade Index, 1914-15.**

Commission of Conservation, 1911.

Colonial Office List, 1909.

Debates of the House of Commons 1891, Vol. 3; 1897, Vol. 1; 1898, Vol. 1; 1898, Vol. 2; 1899, Vol. 2; 1899, Vol. 3; 1902, Vol. 2; 1904, Vol. 1; 1904, Vol. 2; 1904, Vol. 4; 1904, Vol. 5. 1909-10, Vol. 2; 1912-13, Vol. 5.

Debates of the Senate, 1909-10.

Dominion Annual Register, 1880-81, 1883.

Exporter's Directory of Japan, 1915, 1917.

Export Trade from the Port of Montreal, 1914.

Financial Report relating to the Department of Customs, 1915-16.

Foreign Office List, 1909, 1913.

Heaton's Annual, 1915, 1916, 1917.

Index, Debates of the House of Commons, Session 1916.

Journal of the Bath and West and Southern Counties Society, 5th Series, Vol. 1, 1906-7.

Kelly's Directory of Merchants, Manufacturers and Shippers of the World, 1913, 1914.

Municipal Handbook of New Zealand, 1915.

Official Year Book of the Commonwealth of Australia, 1901-7, 1901-15.

" " **New Zealand, 1914, 1916, 1917.**

Orders in Council, Canada 1889, Part. 1.

Public Accounts, 1883, 1884.

Report of the Coal Trade of Canada, 1918.

Report of the Grain Trade of Canada, 1918.

Return of the 12th General Election, 1911.

Royal Agricultural Society of New South Wales, 1912.

Royal Commission on Industrial Training and Technical Education, Parts 1 and 2, 1913; Part 3, Vol. 1, 1913; Part 3, Vol. 2, 1913.

Sessional Papers: Vol. XXVI, 1893; Vol. XLIII, 1910, Fr.; XLIII, Part 1, 2, 3, 4, 5, 6, 7, 8, 9, 1911; XLV. Part 8, 1913.

Vol. LI, 1916, Vol. LI. No. 3, 1916.

Statistical Year Book, 1902, 1903, 1904.

Statesman's Year Book, 1910.

Trade and Navigation Returns, 1881, 1883.

Toronto City Directory, 1915.

Whitaker's Almanac, 1913.

Who's Who, 1913.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner, care H. B. M. Minister, Rio de Janeiro, Brazil.

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Willgress, Canadian Government Trade Commissioner, Aleutskaja No. 11, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbejd, No. 4, Christiania, Norway. *Cable Address, Sontuma.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 267 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

**LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.**

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

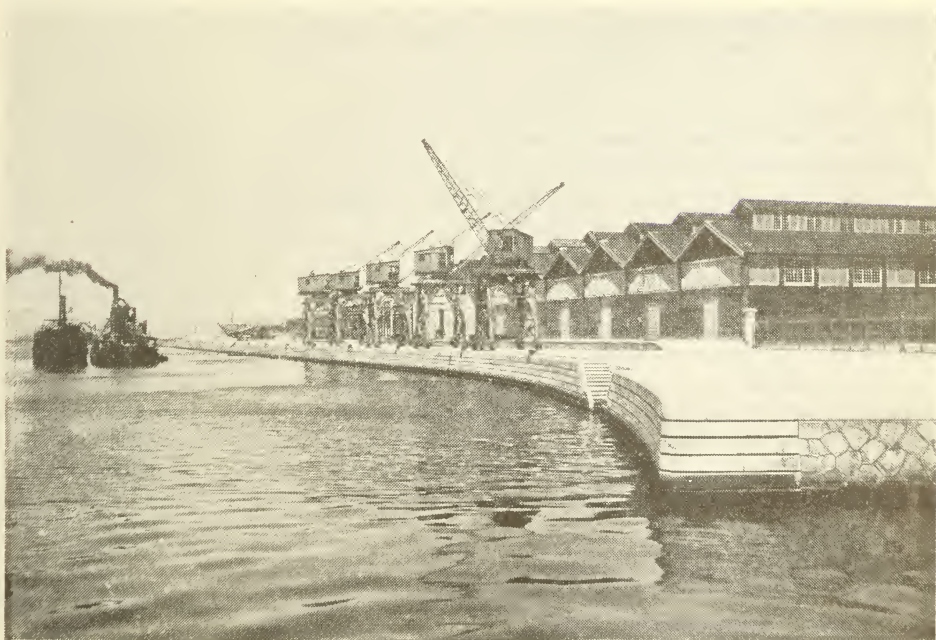
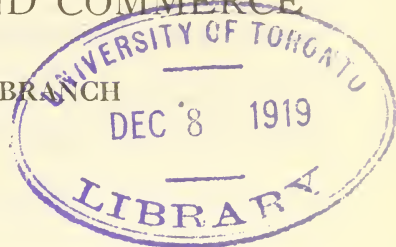
Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



A small section of the modern port facilities at Rio de Janeiro, showing electric cranes, etc.
(See page 1124.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

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CABLE SERVICE BETWEEN CANADA AND THE UNITED KINGDOM.

The Department of Trade and Commerce is in receipt of information from the Canadian Pacific Railway Company, dated November 25, that, effective immediately, the Imperial cable will accept deferred telegrams in plain language (English or French) for Great Britain at nine cents per word.

The notification, however, advises that, owing to unsettled conditions, the deferred service may be cancelled without notice.

WOODEN HOUSES FOR ENGLAND.

By THOMAS ADAMS.¹

Whether or not the wooden house is suitable for English climatic and other conditions is a matter not likely to be settled by theoretical discussion. Practical demonstration is needed on a larger scale than has hitherto been attempted. That the isolated wooden cottage was suitable and was more economical than a brick or stone house for rural districts was well established before the war. In many English agricultural districts weather boarded cottages existed that were both charming in appearance and adapted to comfort.

On Beulah Hill, Upper Norwood, I lived in a small wooden house—which is still occupied—from 1908-11. That house had been standing for about a hundred years. It was warmer than a brick house, and showed no more signs of decay than a brick house of the same age. In the same neighbourhood there are many old weather-boarded cottages, all occupied and—because of their picturesque character and setting—more attractive to tenants than the modern brick cottages too often erected in dreary rows. The chief architect of the Ministry of Health has lived for many years in a wooden house at Hampstead.

The fact is that when a wooden house is well built, of well-seasoned lumber, it is as durable as need be. With regard to fire insurance in England, my Upper Norwood house was insured for the same premium as a brick house.

But these houses, and also farm cottages, are in open surroundings. The fact that they are reasonably safe does not mean that it would be safe to erect wooden houses in rows—and usually working men cannot afford to live in anything but rows or groups.

It might be argued that even if wood is cheaper than brick and detached or semi-detached wooden houses are not an excessive fire hazard, the fact that brick houses can be safely erected in large groups does away with all the advantages of economy and rapidity of erection of wooden houses. But as against this argument would it not be a good thing to get away from the fashion of erecting houses in long rows in England? If wooden construction will help to do so without serious disadvantages would that not make it worth while to use more wood?

Many of the pros and cons relating to wooden construction have already been discussed in English periodicals. It is unnecessary to continue discussing things so obvious as that wood must be well-seasoned, and that it should only be used where open development of the land is practicable.

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The discussion of technical aspects of wooden construction should be left to the architects and town planners who would be employed to apply and adapt the construction to suit English conditions.

The important point at the moment is that houses are urgently needed and that the use of wood for house-building has led to rapid and convenient methods of construction in Canada, and that the cold climate and scarcity of coal have caused Canadians to be up-to-date in heating appliances.

A demonstration of the merits of the wooden house in England is needed—not only to show under what conditions wood may be safely used but also the methods of rapid building and economical heating that have developed in Canada.

Among the points that have been discussed, and regarding which there still appears to be much doubt in official minds, are two, namely, the suitability of the frame wooden house to the English climate and the extra fire risk of the wooden house.

SUITABILITY OF FRAME HOUSE TO ENGLISH CLIMATE.

There probably are no cities in Canada that have more wooden houses than Halifax, Vancouver and Victoria. Mr. A. G. Dalzell, who has had extensive British and Canadian experience, says that the climate of Halifax is comparable to that of England, the actual rainfall being greater. "The rainfall in Vancouver," he says "is greater than in England, while in Victoria strong winds combined with rains are not uncommon." Many of the houses in Halifax are over a century old. In the great explosion of 1917 the brick houses stood up no better than the wooden houses. Wooden houses have also been standing in New England for over a hundred years.

Mr. W. D. Cromarty, the chief architect in the housing office of the Canadian Government, who was trained in an English office, says: "My opinion is that for most parts of England the frame house is quite suitable from the climatic standpoint. There may be districts as, for example, in the Yorkshire moors where the force of the driving rains can only be successfully withstood by stout stone walls. These are, however, more or less exceptional."

FIRE RISK OF WOODEN HOUSES.

With regard to fire risk, this aspect of the matter can best be illustrated by quotations from *Fire Waste in Canada*, by Mr. J. Grove Smith, of the Commission of Conservation and formerly of England.

"During the four years, 1912-15, there were fires in 10,791 brick, stone or other solidly constructed buildings, with a loss of \$17,537,143 on the buildings and \$32,405,836 on the contents. In 22,727 frame buildings there were fires with a loss of \$12,167,773 on the buildings and \$13,470,289 on the contents. The number of fires in frame buildings, therefore, exceeded those in brick buildings by 112 per cent, but the amount of loss was only one-half as great.

"The assertion that fires are more numerous in Canada than in Europe because of the greater prevalence of wooden buildings is not strictly in accordance with the facts. Were the frequency of fires thus affected by construction, their numerical ratio to population in Canadian cities should have decreased of recent years. Since 1890, practically all the more important cities have enacted measures prohibiting frame buildings and shingle roofs within at least a portion of their areas. Despite the progressive structural betterment thereby effected, the number of fires in these places has shown no appreciable decline.

"Brick walls merely form a non-inflammable shell which is powerless to retard the internal spread of fire. Wooden joists, floors and partitions, unprotected wall and floor openings and hidden spaces between joists and studding, are invariably the same in both brick and frame buildings.

"The loss by fire (in Canada) is chiefly ascribable to—

"(a) Carelessness due largely from a sense of security created by the present system of fire insurance.

"(b) Faulty building construction.

"(c) Arson.

"(d) Lack of adequate fire prevention laws, such laws as exist being poorly enforced."

METHODS AND SPEED OF ERECTION.

Mr. Cromarty reports to me as follows on the subjects of methods and speed of erection and form of construction:—

"The plans contained in the manual issued by the Ministry of Health might be used as a basis and elevations suitable to frame construction designed. After approval by the ministry these drawings could be distributed to firms desirous of specializing in ready-cut houses. The foundations would be prepared in advance and I am convinced that such houses could be ready for occupation six weeks after the materials were delivered on the site.

"There would probably be less time lost in the erection of frame houses during inclement weather; this is a small point during ordinary building operations, but when great numbers of houses are being erected it might prove of some consequence.

"The same type of general construction as is in use in Canada should be adopted. I suggest shingles for the outside wall covering, not exclusively of course, clapboards and roughcast to be used also. Walls covered with shingles, however, afford greater protection against heat and cold than do clapboards, as there are usually three thicknesses at all points, while with clapboards there is practically only one. (This is in addition to sheeting of course.) Shingles also expand and contract more readily without cracking than do clapboards. Shingles require staining only, and when stained produce texture effects which are wanting in the painted clapboard wall.

"For the roof covering shingles on asbestos paper would probably be found cheaper than slates on account of the lighter roof timbers required, and certainly a shingle roof is more pleasing than one constructed of the cheaper qualities of Welsh slate.

"While in many of the recent plans of the small English house the bathroom is shown on the ground floor, it would appear from the views set forth in various non-technical papers that there is a widespread desire to have it on the same floor as the bedrooms. The frame house lends itself more readily to this, as it is not necessary to have the first floor partitions immediately over those of the ground floor as is required with brick partitions.

"The omission of fireplaces from the bedrooms would effect a very considerable saving in cost. They afford a means of ventilating the rooms, it is true, but a much less expensive method could be devised for that purpose. Very rarely indeed are they used for fires, and the omission of the fireplace from one bedroom (as in the majority of the plans of the Ministry of Health) would seem to weaken the argument as to their necessity.

"The type of kitchen stove used in Canada, and the method of obtaining hot water by means of the range boiler, are both worthy of consideration for use in the English cottage. A laundry tub fixture would from a labour-saving point of view be an improvement over the existing copper.

"The chief concern of one interested in housing must, in the matter under review, be the speedier provision of houses where they are so urgently required. The frame house is likely to accomplish this."

A CANADIAN VILLAGE IN ENGLAND.

There are many features in Canadian methods of planning and laying out land for residential purposes that need to be considered in England. The extensive use

of wooden buildings necessarily affects such planning. The greater adaptability of wood for building makes building by instalments possible. Frequently an existing handsome house began as a small cottage. There is no doubt that greater warmth can be secured by the insulated wooden walls than by solid brick.

England cannot afford to waste time in studying these matters without guidance from those who have architectural and other experience in both countries. The conservatism of public authorities in regard to methods of building construction will inevitably make for delay. It would be possible to select a site in a district where considerable freedom of action might be permitted, and on which a Canadian garden village could be erected. Such a village might do more than fulfil the material requirements of a practical demonstration in housing; it might have an educational and spiritual value in making English people familiar with Canadian habits and home life regarding which there is so little knowledge.

The village might be given some significance as a memorial to Canadian achievements in the war, and in other ways could make for a closer understanding between the Mother Country and her greatest daughter.

From the point of view of Canada it is desirable that the features of the wooden frame house should be brought before the housing authorities in England. But if the interests of Canada were the sole interests to be considered, it is not likely that much progress would be made in developing the Canadian lumber industry in Britain. The industry so far as it relates to housing can only be successfully developed on its merits, and the first thing to be done is to show that these merits exist. Those who are interested in the sale of Canadian lumber in England cannot expect to influence British trade until a demonstration is made both of the value of wooden houses and of Canadian methods of erecting them. This demonstration should be made under the supervision of an architect having experience of building conditions both in Canada and England—with a knowledge of English habits, tastes and methods of land development and an appreciation of the things that are most questionable, as well as most meritorious, in Canadian practice.

It might be made during the coming year in the form of an exhibition on the scale of the Cheap Cottages Exhibition promoted by the *Spectator* in 1905 at Letchworth. If it were a success, the result would be that Canada and England would have another link established between them, Canada would strengthen its lumber industry, and England would obtain invaluable aid in solving its housing problems.

TRADE OF JAPAN FOR THE FIRST HALF OF 1919.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, September 27, 1919.—For the first time since the year 1914 the Japanese official returns for the six months of the year ending June 30 last show an unfavourable balance to the extent of yen 221,950,273. This is no doubt due to the general slump that prevailed after the signing of the armistice (see article in *Weekly Bulletin* No. 794, page 683), and to the suspense caused to business circles during the Peace Treaty parleys. Imports, which amounted to yen 1,049,370,032, showed an increase of yen 209,487,898 over the corresponding period in 1918, and was due to the fact that before the armistice Japanese firms had placed very heavy orders in America and elsewhere for machinery and raw materials; although prices dropped precipitously, and in a great many cases Japanese firms endeavoured to cancel contracts, yet as soon as the various governments lifted embargoes this material began to flow steadily into the country.

During this same period exports showed a decline of yen 69,502,968 compared with the first six months of 1918. This decrease was principally noted in foodstuffs, oils, fats, waxes and manufactures thereof, drugs, chemicals and dyes, etc.

TOTAL TRADE RETURNS.

The total exports and imports for the first six months of 1919, compared with the two previous years, are concisely as follows:—

	1919. Yen.	1918. Yen.	1917. Yen.
Exports..	827,419,757	896,922,725	708,519,640
Imports..	1,049,370,032	839,882,134	447,948,282
Total exports and imports....	1,876,789,789	1,736,804,859	1,156,467,922

Imports into Japan.

As was the case last year, there was a notable increase in the imports of nearly every group, with the exception of woollen cloths, and serges (weighing not more than 100, 200 and 500 grammes per square metre), pig-iron, steel, bars, rods, angles, etc., steel plates and sheets, tinned iron sheets, and scrap metals, as well as tin and lead ingots and slabs.

As regards imports from Canada, the Japanese returns show that there has been a decrease in value for the first six months of 1919 of yen 879,544, there having been yen 3,566,339 of imports in 1918 compared to yen 2,686,795 for the first half of this year. The loss of trade was accountable to our decreased shipments of paper-pulp during this period compared with last year.

A glance at the import figures for this period will show that shipments of rice amounted to yen 82,058,101, which is an increase of yen 58,584,245 over the imports for last year at this time. Owing to the great scarcity and the consequent high price of rice in Japan it was necessary to import all the supplies of this foodstuff that it was possible to obtain. The price of rice in Japan has advanced from 14 sen a sho (1½ quarts) before the war, to 60 sen per sho as it sells to-day. The Government made every effort to cover the shortage with foreign supplies, but this was most difficult owing to the embargoes existing in foreign countries at the time. The following figures showing the countries of origin will be of interest in this connection:—

IMPORTS OF RICE INTO JAPAN.

	1919. Yen.	1918. Yen.	1917. Yen.
China..	131,183	625,829	78,920
Kwantung Province	1,924,232	137	—
British India..	324,274	7,815,676	18,835
French Indo-China	61,328,562	13,109,731	1,111,605
Siam..	18,311,253	1,706,427	1,626,550
Other countries..	38,597	216,056	19,947
Total..	82,058,101	23,473,856	2,855,857

BIG INCREASE IN IMPORTS OF WHEAT.

Imports of wheat for the half year ending June 30 last amounted to yen 10,868,320, as compared with yen 1,317,979 during the same period in 1918. This is an increase of yen 9,550,241, and although the details are not shown, this total is no doubt made up by increased shipments from Australia.

Owing to the shortage of rice, the Government is doing everything possible to get the people to use wheat flour and other substitutes instead of rice, but of course to a people that have for ages past lived almost entirely on this food, it is a rather slow operation to induce them to give up rice for flour or some other grain. Exhibitions of bread-making are held from time to time, while the press is freely used to carry on the campaign. As a result the Japanese are beginning to depart a little from their usual diet of say 75 per cent rice, and are eating other things—not that the Japanese prefer to do it, however, but only because the price of the rice is so high that they can-

not afford to eat as much as formerly. As explained in former reports, the people of Japan are very partial to their own rice. Foreign rice to the average Japanese is not to be compared either in taste or quality with the home-grown rice, and for this reason sells at from 10 to 20 sen a sho ($1\frac{1}{2}$ quarts) less. The Government itself is importing foreign rice in large quantities, and has established markets where the poorer classes may obtain it at the lowest possible prices.

In this connection there would seem to be a good market either for Canadian wheat or for our second-grade flour, providing that we can compete with Australian and Japanese mills.

SUGAR IMPORTS.

Although the imports of sugar were the heaviest yet noted in the returns for any six months, it may be depicting signs of the times when one considers that the price paid by consumers here for No. 1 granulated rose to 85 sen ($42\frac{1}{2}$ cents) per pound about the beginning of July. Most of the imports were of the raw product for the several large Japanese sugar refineries, the imports from the Dutch Indies being exceptionally large during this period, as will be seen by the following figures:—

Imports of Sugar, January-June, 1919.

	1919. Yen.	1918. Yen.	1917. Yen.
Hong Kong..	126,394	86,000	111,645
Dutch India..	19,608,113	5,628,878	333,832
Philippine Islands..	981,840	1,726,680	718,214
Other countries..	311,343	5,569	115,434
Total..	21,027,690	7,447,127	1,279,125

JAPAN LIKES CANADIAN WHISKY.

It is interesting to note that the imports of whisky have nearly doubled since 1917. The Japanese people are very fond of imported liquors of all kinds, and amongst various foreign brands, one Canadian label is quite familiar and can always be obtained at any of the liquor stores.

ANGLO-JAPANESE BREWERY.

Last year representatives of a large brewery in British Columbia came to Japan to look into the prospects of building a brewery which could supply various foreign markets that had been built up by the Canadian plant. As a result of the negotiations that were made, the Anglo-Japanese Brewery Company has been formed and a yen 2,000,000 plant is now under construction at a point between Yokohama and Tokyo.

CANADIAN CONDENSED MILK ON THE MARKET.

There was a big increase in the imports of condensed milk during the first six months of this year. This is to be somewhat wondered at when one remembers that the condensed milk industry in Japan is making big strides, backed up as it is by the Japanese Government, which gives a bounty on every hundredweight of sugar that is used in its manufacture.

A few weeks ago, Japanese makers raised their wholesale prices to yen 22 per case (48 tins).

A new Canadian brand has just been put on the market here. This was done by the Canadian firm sending out samples and prices to the Canadian Trade Commissioner, who in turn, arranged for an import house to act as agents for the whole of Japan. When the Canadian milk was tested by the Government laboratory here, it was said that it was as good if not better than any milk imported. As it happened in this par-

ticular case, the first firm seen in connection with handling this milk was interested and took the matter up immediately. Sometimes agencies cannot be arranged so quickly, but it only shows what can be done where samples and prices c.i.f. Yokohama are at hand to lay before any interested importers.

There is also an opening here for creamery butter, same to be packed in round one-pound and half-pound tins. Australia sends considerable quantities of butter packed in this way, which retails here at yen 1.45 per one pound tin.

If Canadian makers can lay butter down in this country to compete with these prices, samples, etc., should be sent at once to this office.

IMPORTS OF LEATHER AND HIDES.

Although there has been an increase in imports under this heading, there does not appear to be any of Canadian origin. As regards hides and skins, Japan receives most of her requirements from China, as the subjoined figures will show:—

Imports of Hides and Skins into Japan, January-June, 1919.

	1919. Yen.	1918. Yen.	1917. Yen.
China.....	4,939,617	4,780,475	2,364,540
Kwantung Province.....	259,300	374,973	40,725
British India.....	132,270	473,982	38,453
Straits Settlements.....	438,513	154,610	9,662
United States.....	351,800	164,580	265,235
Australia.....	71,461	66,115	31,841
Other countries.....	167,184	150,301	43,726
Total.....	6,360,145	6,165,036	2,794,182

Of late the prices of Canadian sole leather have been too high to appear attractive to the local buyer. Any supplies that have been coming forward have come usually from California. The oak-tanned leather from this state has made a favourable impression here, and Japanese firms being rather conservative, are not going to buy a new brand unless they are quite sure beforehand that they will get equal value for their money.

There is a demand here for old bones, and a few years ago Canada supplied fair quantities. This trade seems to have died off considerably during the war years, but can be revived once Canadian shippers are in a position to export.

CANADIAN PULP SHIPMENTS FALLING OFF.

During the first six months of this year Canada shipped paper pulp into Japan to the value of yen 1,238,457, as compared with yen 2,168,497 during the corresponding period of 1918. Only about half the quantity was received as compared with last year. During the same period, according to the official returns, the United States supplied Japan with pulp to the value of yen 2,557,526 in comparison with yen 480,341 for the first six months of 1918. Evidently American shippers have gained where we have lost, and it is to be hoped that the Canadian figures will pick up during these later six months. Of course there is the possibility that much of the pulp imports credited to United States, originated in Canada.

This condition of affairs is not to be wondered at, however. American firms are represented out here usually by American commission houses, who have samples, prices and all information on hand. These large import firms usually have their own paper *banto* (paper salesman), who keeps in touch with all the paper mills and who builds up a regular clientele. One or two American mills have sent out their own man to work in co-operation with their agents. He supplies the necessary expert advice, attends to claims, and in general sees that his firm (or possibly a group of firms), get good service all round.

Canadian pulp and paper companies should send their representatives out to this country to study the market. So far as the writer is aware, there is only one large Canadian mill, which have their own agents here, who are recognized as one of the leading pulp importers in Japan, and who do a very large business.

In talking to one of the big Japanese paper pulp importers, it was said that Canadian makers could have the whole market to themselves if they were a little more careful in packing and grading. The Canadian pulp is stronger in fibre than either the Scandinavian or the American product. The main difficulty found with Canadian pulp was said to be its grading and packing, as sometimes third and second grade pulp was found packed up with what was supposed to be first grade. Another complaint made was that pulp supposed to be 90 per cent air dry, when arrived in Japan and tested, sometimes showed that it was only 70 per cent or 80 per cent air dry. It was therefore necessary to make claims on Canadian mills in many cases. The following figures will be of interest, as showing the countries supplying pulp to Japan during the first six months of 1919:—

	1919. Yen.	1918. Yen.	1917. Yen.
Sweden.. . . .	95,643	120,837	405,046
Norway.. . . .	107,386	.....	—
United States.. . . .	2,557,526	480,341	58,002
Canada.. . . .	1,238,457	2,168,497	304,225
Other countries.. . . .	3	4,109	25,760
Total.. . . .	3,999,015	2,773,784	793,033

PAPER.

Very little Canadian paper has so far come on the market here, not because there has been no demand for it, however, but only because our mills have not catered to it in any way.

The demand for newsprint is very small. Japanese mills in Hokkaido and Karafuto can make practically all that is necessary for the domestic trade. Besides the Canadian product is too good for this market, as Japanese newspapers are printed on a very poor quality of paper. However, Canadian newsprint would no doubt be suitable for cheap grades of Japanese books, and a certain quantity could no doubt be sold for this purpose. The chief demand of this market is for wrapping, writing and art papers. The conditions of sale are the same as those explained above in connection with pulp. If Canadian mills get good representatives here, there is no reason why they should not do a good business. Most of the requirements are now coming from the United States as the subjoined statistics will show:—

Imports of Paper into Japan, January-June, 1919.

	1919. Yen.	1918. Yen.	1917. Yen.
Great Britain.. . . .	1,158,938	544,484	637,686
Sweden.. . . .	95,741	82,451	304,848
Norway.. . . .	11,531	48,981	89,988
United States.. . . .	9,406,834	3,022,262	621,356
Other countries.. . . .	77,753	37,363	69,634
Total.. . . .	10,750,797	3,735,541	1,723,512

IMPORTS OF ASBESTOS.

As the figures of import show asbestos shipments to Japan increased during these first six months by yen 405,289 over the corresponding period of last year.

One or two Canadian companies are represented in Japan apparently by Japanese agents, but inquiries are often received at this office for asbestos, and if Canadian firms will send samples and prices to this office, they will be shown to those who wish to import this material, and business will be encouraged.

Japanese factories are now making nearly every kind of asbestos product, so that large quantities of the raw material is used annually.

THE STEEL TRADE.

The steel trade here calls chiefly for steel bars (1½-inch to 3-inch), angles and structural shapes of all kinds, black sheets (B.W.G. 30), blue annealed sheets, ship plates, wire rods (usually B.W.G. 5 and 8), nails (countersunk checkered head, from ¾-inch by 17 gauge to 6-inch by 5 gauge). If any Canadian firm has any of the above to offer prices and full specifications should be sent to the office of the Canadian Trade Commissioner, in order that same may be put into the hands of those interested. The following figures show imports of iron bars, rods, wire, pipes and tubes:—

Iron Bars, Rods, Plates, etc.

	1919. Yen.	1918. Yen.	1917. Yen.
China.. . . .	303,244	1,641,038	366,727
Great Britain.. . . .	6,487,301	1,415,999	4,728,751
Sweden.. . . .	1,392,718	56,210	556,189
United States.. . . .	61,785,752	110,327,565	47,611,294
Other countries.. . . .	189,615	659,772	240,627
Total.. . . .	70,158,630	114,100,579	53,503,588

Iron Pipes and Tubes.

	1919. Yen.	1918. Yen.	1917. Yen.
Great Britain.. . . .	429,806	454,057	397,768
United States	5,567,805	6,600,756	2,495,805
Other countries.. . . .	131,197	32,718	63,998
Total.. . . .	6,128,808	7,087,531	2,957,571

CANADIAN HARDWARE SOLD IN JAPAN.

Those who refer to the import statistics for the period under review, will notice that many lines of hardware have been shipped to Japan in increased quantities. In this connection, it is interesting to note that probably for the first time a Canadian hardware company have sent out their own man to Japan, and that as a result he has already cabled home several good orders. The salesman referred to brought out a full line of samples with him, and having put himself in the hands of a good Japanese salesman, went around in person and met all the buyers, and introduced as much of the personal side into the sale as was possible. He stated to the writer that he feels sure that some orders would not have been booked if he had not been there, even though he did not understand a word of the language that was spoken. The mere fact of him sitting there when taking the orders was of the greatest importance. This man sold axes, hatchets, hammers, sledges, pumps, coat hangers, locks, etc., and was most enthusiastic over prospects here when last seen by the writer. This is a good example of what can be done by a firm, probably never heard of in Japan before, but who, intent upon export business, send their own man out to look for it.

It may also be said that a Canadian twist drill is now sold in Japan, and is quite popular with the trade here.

LEAD, ZINC AND NICKEL.

One well-known Canadian firm is making regular shipments of pig lead and zinc sheets into Japan. The Australian lead has the biggest sale here, with American second on the list, although it is said that Canadian lead is preferred over the American product.

Considerable quantities of nickel grains and ingots are imported into Japan, and it will be noticed that there was a good increase during these first six months, which came, however, mostly from the United States. Although Canada controls the nickel supply of the world, most of the importers of this product are quite unaware of this fact, and they are convinced that they are getting an American product. Importers are quite ready to buy from Canadian shippers, however, if such there be, and the Canadian Trade Commissioner would be glad to receive samples and prices from those capable of looking after this business. Nickel is usually imported here in the form of shot.

The subjoined figures will show countries of origin and quantities bought during the first six months of this year.

IMPORTS OF LEAD (INGOT AND SLAB).

	1919. Yen.	1918. Yen.	1917. Yen.
British India.. . . .	164,526	74,614	31,338
United States.. . . .	367,629	1,927,388	422,518
Australia.. . . .	2,518,975	2,940,837	2,876,414
Other countries.. . . .	42,196	9,401	164,456
Total.. . . .	3,093,326	4,952,240	3,494,726

IMPORTS OF NICKEL (INGOTS AND SLABS).

	1919. Yen.	1918. Yen.	1917. Yen.
Great Britain.. . . .	130,376	175,732	582,335
United States.. . . .	2,444,620	388,676	85,899
Other countries.. . . .	.....	.....	5,041
Total.. . . .	2,574,620	564,408	673,275

DEMAND FOR WOOD- AND IRON-WORKING MACHINERY.

From the figures of imports shown herewith it will be seen that in the first half of this year there was an increase of yen 2,717,897 in the purchase value of iron- and wood-working machinery, compared with the same period last year.

Some Canadian iron-working machines have been imported lately, and are said to be giving good satisfaction. Inquiries are often received at this office for good connections with Canadian makers of this description, but outside of one firm no encouragement has yet been received from the makers in Canada. Importers here usually wish to buy direct from the Canadian manufacturers.

IMPORTS OF LUMBER WILL INCREASE.

Up to the present Canadian lumber has not been imported into Japan in very large quantities, compared to what one would think should be the case. The reason for this is that the Japanese forests have so far been not only supplying the domestic demand, but a certain quantity has been exported as well in the form of logs, railway sleepers, shooks, matchsticks, etc.

It is said, however, that the now available Japanese forests are pretty well exhausted. Most of the forest land of the country is owned by the Imperial Household, and is not allowed to be cut. Only just lately, a forest concession was given over to be cut on account of the available supply of lumber being so low.

Although small parcels of lumber are coming forward from British Columbia quite regularly, it is to be assumed that these will greatly increase in quantity as time goes on. It is of interest to note that one large importer in Kobe told the writer that in his district they always reckoned Canadian lumber as better grade than the American product.

Imports into Japan for the Years 1917, 1918, and 1919.

The following statistics covering the imports into Japan for the first six months of this year will be of value for comparative purposes. (In each group only those articles which Canada might export are shown):—

	1919. Yen.	1918. Yen.	1917. Yen.
<i>Grains, Flours, Starches and Seeds—</i>			
Total..	124,775,001	44,182,435	12,991,926
Rice..	82,058,101	23,473,856	2,855,857
Malt..	933,014	666,241	1,343,942
Wheat..	10,868,320	1,317,979	568,020
Wheat flour..	1,786,999	123,122	28,271
<i>Sugar and Confectionery—</i>			
Total..	21,247,020	7,507,625	1,344,959
Sugar..	21,027,690	7,447,127	1,279,125
Confectionery..	120,090	54,457	57,841
<i>Alcoholic Liquors—</i>			
Total..	1,631,656	912,086	496,022
Whisky..	172,958	150,591	80,029
<i>Beverages and Comestibles—</i>			
Total..	12,426,212	4,479,525	1,785,367
Meat, poultry, fish, etc..	9,558	74,391	—
Butter..	9,693	3,724	8,777
Condensed milk..	1,078,754	683,797	525,115
Fresh eggs..	1,432,471	505,522	229,711
<i>Skins, Hairs, Bones, Horns, Teeth, Tusks, Shells, and Manufactures thereof—</i>			
Total..	16,384,583	13,781,976	7,872,883
Hides and skins of bull, ox, cow and buffalo..	4,884,618	3,447,251	1,973,245
Sole leather..	430,899	363,273	87,807
Leather, waste..	145,149	103,817	60,446
Leather manufactures—			
Belts, belting and hoses for machinery	18,973	36,154	24,524
Sweat leather for hats..	195,179	311,252	138,179
Bones, animal..	2,799,342	1,915,108	1,383,624
<i>Drugs, Chemicals, Medicines, Compounds or Preparations thereof, and Explosives—</i>			
Total..	49,913,816	37,604,759	27,718,362
Hops..	273,216	373,871	317,655
Glue..	260,453	102,042	229,177
Boric acid..	241,510	138,746	115,620
Oxalic acid..	362,342	153,440	28,833
Tartaric acid..	30,959	252,753	220,066
Salicylic acid..	519,311	486,695	129,261
Carbolic acid..	2,720,081	1,602,531	1,635,740
Citric acid..	48,013	34,807	75,014
Caustic soda, crude..	1,623,711	1,768,822	2,465,524
Soda ash..	4,747,154	5,153,880	2,132,623
Bicarbonate of soda..	568,349	110,539	149,728
Peroxide of soda..	8,966	18,266	51,856
Nitrate of soda, crude..	8,792,157	6,168,123	4,703,817
Borate of soda..	143,820	332,869	355,032
Cyanide of soda..	552,416	473,239	68,350
Cyanide of potash..	175,661	204,414	209,682
Nitrate of potash..	480,051	195,579	45,479
Chlorate of potash.. . . . .	.....	64,226	95,063
Bichromate of potash..	6,316	211,606	443,531
Bromide of potash..	80	521	38
Alum.. . . . .	.....	445	12,948
Subnitrate of bismuth.. . . . .	.....	3,207	3
Chloride of ammonium..	132,882	50,855	65,288
Sulphate of ammonium, crude..	1,986,231	41,027	2,328,786
Carbonate of ammonium..	88,455	67,309	122,566
Acetate of calcium..	32,942	214,371	52,154
Formalin..	107,259	258,520	145,740
Alcohol..	18	.....	580
Glycerine..	2,483,289	357,625	386,046
Milk sugar..	335,081	128,462	22,922
Antifebrin..	69,422	201,759	66,642
Antipyrin..	194,738	32,059	17,976
Santonin..	81,278	199,805	10,807

IMPORTS INTO JAPAN FOR THE YEARS 1917, 1918, AND 1919.—*Continued.*

<i>Drugs, Chemicals, Medicines, Compounds or Preparations thereof, and Explosives—Con.</i>	1919. Yen.	1918. Yen.	1917. Yen.
Quinine, hydrochlorate of and sulphate of.	187,721	365,199	247,425
Morphine, hydrochlorate of and sulphate of.	1,861,661	1,977,264	2,436,121
Cocaine, hydrochlorate of and sulphate of.	149,185	530,217	422,324
Carbonate of guaiacol.	83,399	.....	1,286
Aniline salt.	3,229	41,211	—
Alcoholic medicinal preparations (except tincture of opium).	258,679	138,884	111,570
Aromatic chemicals.	83,432	124,422	30,134
Tooth powders and other prepared perfumeries.	153,311	55,563	52,584
Explosives—			
Dynamite.	749,276	1,057,265	130,484
Detonators. . . . .	.....	.....	—
<i>Dyes, Pigments, Coatings and Filling Matters—</i>			
Total.	11,346,005	9,741,741	3,564,707
Aniline dyes.	6,663,958	5,213,265	1,235,578
Other coal-tar dyes.	55,954	37,787	31,838
Oxide of cobalt.	236,073	134,758	170,474
White lead, red lead and litharge.	5,469	2,627	2,203
White zinc.	31,232	42,510	3,512
Carbon black.	193,179	239,705	70,175
Lacquer.	925,532	925,884	520,801
Varnishes.	239,432	57,341	131,501
Pitch and asphalt.	95,554	49,952	38,755
Shoe polishes.	32,905	11,428	24,327
Pencils, cased with wood or paper.	87,352	54,134	27,159
Inks.	186,799	107,558	51,963
Paints.	141,871	105,339	104,349
<i>Yarns, Threads, Twines, Cordages and Materials thereof—</i>			
Total.	430,562,734	366,635,326	197,703,375
Cotton, in the seed.	1,129,931	1,072,495	742,603
Cotton, ginned.	376,635,292	311,730,295	161,292,578
Cotton yarns.	798,920	508,587	146,100
Hemp, jute and manila hemp.	5,121,558	7,694,081	6,719,963
Linen yarns. . . . .	.....	.....	8,706
Sheep's wool—			
Tops.	6,099,969	7,856,551	6,462,755
Other.	31,439,299	29,111,165	18,619,371
Woolen or worsted yarns—			
Worsted.	5,922	197,613	372,998
Other. . . . .	.....	.....	3
Mixed yarns of cotton and wool. . . . .	.....	9,447	56,057
Cocoons.	1,348,191	817,371	303,755
Wild silk.	4,084,741	4,228,687	959,017
Artificial silk.	162,729	308,273	243,544
Fishing gut.	52,526	61,031	65,220
<i>Tissues and Manufactures thereof—</i>			
Total.	12,492,420	13,062,011	6,456,097
Tissues of cotton.	3,499,443	3,343,912	1,496,027
Tissues of flax, hemp or jute.	487,920	449,090	378,276
Tissues of wool.	4,871,442	5,856,053	2,881,852
<i>Clothing and Accessories thereof—</i>			
Total.	895,948	523,686	265,194
Undershirts and drawers—			
Knitted of wool, or wool and cotton.	99,836	112,148	37,955
Other.	67,441	52,088	39,739
Gloves.	23,677	10,306	7,094
Stockings.	33,541	30,453	16,534
Hats, hat bodies, caps—			
Hats, of felt.	145,568	62,469	26,799
Hats, bodies of felt.	19,396	42,653	8,068
Boots, shoes, slippers, sandals, clogs and the like.	211,341	53,580	15,486
Buttons.	19,107	11,495	11,143
Buckles, hooks and eyes.	18,024	44,465	32,961
Jewellery for personal adornment.	24,147	14,809	19,277

IMPORTS INTO JAPAN FOR THE YEARS 1917, 1918, AND 1919.—*Continued.*

<i>Papers, Paper Manufactures, Books and Pictures—</i>	1919. Yen.	1918. Yen.	1917. Yen.
Total.. . . .	15,923,504	7,223,627	3,066,727
Pulp for paper-making.. . . .	3,999,015	2,773,784	793,033
Printing paper—			
Weighing 58 grammes per square metre and under.. . . .	1,185,617	439,828	13,838
Other.. . . .	3,614,886	1,181,716	278,017
Writing paper.. . . .	1,381,915	185,018	216,555
Drawing paper.. . . .	190,991	67,257	48,203
Packing paper.. . . .	2,085,786	724,294	365,558
Match paper.. . . .	20,857	30,897	35,674
Pasteboard or cardboard.. . . .	832,181	340,564	102,410
Imitation Japanese paper and tissue paper.. . . .	163,893	95,243	153,021
Imitation parchment, paraffin paper and wax paper.. . . .	493,954	158,722	251,515
Other papers—			
Fancy paper.. . . .	277,629	305,119	170,072
Other.. . . .	503,088	206,883	88,649
Paper for photographs—			
Bromide and platinum paper.. . . .	351,235	227,224	134,818
Other.. . . .	50,441	49,057	56,286
Emery paper.. . . .	17,448	6,712	4,911
Printed books, copy books, drawing books, and periodicals.. . . .	480,931	263,356	215,568
All other manufactures of paper or pulp.. . . .	273,637	167,953	138,599
<i>Minerals and Manufactures thereof—</i>			
Total.. . . .	18,864,850	13,619,120	7,286,176
Mineral substances for grinding or polishing.. . . .	388,109	169,853	81,861
Metal polishes.. . . .	78,332	62,143	92,775
Grindstones or whetstones, artificial.. . . .	568,343	179,963	61,344
Precious stones.. . . .	980,246	683,927	519,439
Asbestos and manufactures thereof—			
In lump, powder or fibre.. . . .	1,359,710	954,420	520,426
Other.. . . .	264,295	186,815	82,051
Gypsum.. . . .	98,591	92,944	82,023
Coal.. . . .	9,621,819	6,883,331	2,982,542
<i>Potteries, Glass and Glass Manufactures—</i>			
Total.. . . .	2,601,330	1,190,724	1,709,305
Firebricks.. . . .	136,462	24,922	356,313
Sheet glass.. . . .	111,201	45,929	149,388
Plate glass.. . . .	603,449	243,398	329,840
<i>Ores and Metals: 1. Iron—</i>			
Total.. . . .	108,838,861	153,544,775	68,600,136
Ore, iron.. . . .	6,081,895	2,979,737	656,633
Iron—			
In lumps, ingots, blooms, billets, slabs—			
Pig-iron.. . . .	17,920,833	19,478,671	8,084,618
Spiegeleisen.. . . .	.....	1,193	41,116
Ferro-manganese.. . . .	960,440	243,775	119,280
Ferro-silicon and silico-spiegeleisen.. . . .	209,547	139,832	106,491
Ferro-chrome and other non-malleable iron alloys.. . . .	225,778	53,739	137,743
Ingots, blooms, billets and slabs.. . . .	3,310,979	2,174,531	269,153
Keg steel and bamboo steel.. . . .	4,629	.....	—
Bars, rods, T, angle and the like.. . . .	23,759,042	53,182,723	17,742,602
Wire rods.. . . .	6,714,243	3,682,154	1,759,654
Plates and sheets, not coated with metals.. . . .	27,203,823	42,352,546	24,499,974
Plates and sheets, galvanized.. . . .	506,740	603,484	957,598
Plates and sheets, other.. . . .	6,888,051	9,070,387	4,460,222
Wire, not coated with metals.. . . .	720,981	856,883	716,184
Wire, galvanized.. . . .	3,322,984	3,260,527	3,005,043
Ribbons.. . . .	575,915	549,459	109,865
Bands and hoops.. . . .	1,039,042	1,082,296	296,327
Wire rope and twisted wires.. . . .	46,201	23,465	80,757
Pipes and tubes.. . . .	6,128,808	7,087,521	2,957,571
Waste and old.. . . .	3,052,588	6,530,161	2,458,340
Total.. . . .	17,244,296	19,752,928	32,206,904

IMPORTS INTO JAPAN FOR THE YEARS 1917, 1918, AND 1919.—*Continued.*

<i>Clocks, Watches, Scientific Instruments, Fire-arms, Vehicles, Vessels and Machinery—Con.</i>	1919.	1918.	1917.
	Yen.	Yen.	Yen.
Pumps..	733,299	341,783	220,914
Blowing machines..	188,016	67,821	58,582
Pneumatic tools..	560,658	298,089	141,012
Hydraulic presses..	53,519	210,166	9,764
Metal or wood-working machinery..	5,678,741	2,960,844	1,370,802
Spinning machines..	5,903,093	2,879,403	2,214,302
Weaving looms..	966,789	375,201	236,434
Tissue finishing machines..	97,679	15,124	34,246
Paper-making machines..	1,682,198	378,570	295,147
Knitting machines..	385,197	36,159	44,471
Ice-making machines..	38,040	15,450	53,272
Printing machines..	153,950	117,090	4,865
Parts of machinery—			
Iron wheels..	130,019	64,893	38,056
Rollers..	631,572	289,629	196,367
Milling cutters, gear cutters and saws for machinery..	1,272,051	425,927	141,119
Iron spindles for spinning or yarn twisting..	86,696	49,716	20,827
Card clothing..	980,805	576,221	255,088
Endless felt for paper-making.. . . .	1,990,645	1,152,726	280,411
Endless metal nets for paper-making.	294,945	290,514	142,619
<i>Miscellaneous Articles—</i>			
Total..	91,141,215	70,384,754	39,987,486
Wood (pine, fir and cedar)—			
Cedar..	244,006	132,696	115,622
Other (A)..	108,523	92,227	99,442
Other (B)..	1,342,469	1,823,380	941,040
Filaments for incandescent lamps..	38,474	162,448	219,768
Carbon for electric lamps.. . . .	326,617	180,450	42,297
Wood manufactures..	121,823	55,464	24,644
Tarred felts, tarred paper, and the like.	255,449	189,104	92,568
Manufactures of india-rubber or gutta- percha—			
Dental rubber..	103,805	55,475	40,649
Plates and sheets, and tubes.. .	173,387	93,722	79,163
Threads, strips, bands, rings and washers..	120,343	67,277	70,478
Toys..	4,234	22,919	13,959
Wheat bran..	3,703,340	1,371,641	356,366

NOTE.—“A” Not exceeding 65 millimetres in thickness.

“B” Other cedar, pine and fir.

FORECAST OF BEAN AND STARCH PRODUCTION IN JAPAN IN 1919.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, October 15.—The following estimate of the 1919 bean crop and starch production of Japan will be of interest:—

Kotenashi beans..	*Koku.	541,076
Kintoki beans..	“	233,753
Maru-udzura beans..	“	21,960
White Maru-udzura beans..	“	41,000
Nagaudzura beans..	“	180,524
Chunaga-udzura beans..	“	279,634
Burma beans..	“	100,240
Kumamoto Ingen beans..	“	164,659
Daifuku beans..	“	736,514
Chufuku beans..	“	43,385
Green peas..	“	882,115
Soja beans..	“	1,105,940
Adzuki beans..	“	693,368
Starches..	†Kin.	20,383,683

* Koku = 4½ bushels.

† Kin = 1.32 pounds.

TRADING IN SPAIN.

TRADE COMMISSIONER W. McL. CLARKE.

III.

Facts about Spain.

AREA AND POPULATION.

Continental Spain covers an area of 190,050 square miles, and if there be added the Balearic and Canary islands which are considered as Spanish provinces, the total area is 194,783 square miles, or about one-nineteenth the size of Canada.

According to the latest compiled statistics the estimated population of Spain on December 31, 1917, was 20,842,902, i.e., 107 persons to the square mile.

TERRITORIAL DIVISIONS.

Spain is divided into the following principal territorial divisions, fifteen in number, which are enumerated herewith for reference purposes:—

Divisions—	Number of Provinces.	Area Square miles.	Population. (Census, 1910.)
New Castile.. . . .	5	27,935	1,923,310
Galicia.. . . .	4	11,254	1,985,422
Asturias.. . . .	1	4,205	685,131
Leon.. . . .	5	21,040	1,453,249
Old Castile.. . . .	6	19,194	1,314,369
Extremadura.. . . .	2	16,118	882,410
Andalusia.. . . .	8	33,777	3,829,000
Murcia.. . . .	2	10,190	815,864
Valencia.. . . .	3	8,830	1,587,533
Catalonia.. . . .	4	12,427	2,084,000
Aragon.. . . .	3	18,294	912,710
Navarra.. . . .	1	4,055	312,235
Vascongadas.. . . .	3	2,239	603,596
Balearic Islands.. . . .	1	1,935	326,023
Canary Islands.. . . .	1	2,807	444,016

PROVINCES.

As there will be occasion to refer to the different provinces of Spain throughout this report, they are appended herewith, grouped according to territorial divisions:—

Divisions.	Provinces.
New Castile.. . . .	Madrid, Toledo, Ciudad Real, Cuenca and Guadalajara.
Galicia.. . . .	Corunna, Lugo. Orense and Pontevedra.
Asturias.. . . .	Oviedo.
Leon.. . . .	Leon, Palencia, Salamanca, Valladolid, and Zamora.
Old Castile.. . . .	Avila, Burgos, Logrono, Segovia, Soria and Santander.
Extremadura.. . . .	Badajoz and Caceres.
Andalusia.. . . .	Almeria, Cadiz, Cordoba, Granada, Huelva, Malaga, Jaen and Sevilla.
Murcia.. . . .	Murcia and Albacete.
Valencia.. . . .	Valencia, Alicante and Castellon.
Catalonia.. . . .	Barcelona, Tarragona, Lerida and Gerona.
Aragon.. . . .	Zaragoza, Teruel and Huesca.
Navarra.. . . .	Navarra.
Vascongadas.. . . .	Alava, Guipuzcoa and Vizcaya.
Balearic Islands.. . . .	The Balearic Islands.
Canary Islands.. . . .	The Canary Islands.

LEADING SPANISH TOWNS AND CITIES.

Spain has two cities with more than 500,000 population, seven cities with more than 100,000 inhabitants, and fifteen other cities with a population over 50,000. The

following table is so arranged as to show the population of the principal urban centres:—

Cities.	Population. (Dec. 31, 1917.)	Cities.	Population. (Dec. 31, 1917.)
Madrid.....	648,760	Orihuela (Alicante)	35,236
Barcelona.....	621,419	Huelva.....	34,492
Valencia.....	245,871	Vitoria.....	34,304
Seville.....	164,322	Alcoy (Alicante).....	33,383
Cartagena.....	162,519	Castellon.....	33,286
Malaga.....	140,975	Salamanca.....	32,971
Murcia.....	133,012	Burgos.....	32,675
Zaragoza.....	124,455	Antequera (Malaga)	32,215
Bilbao.....	100,461	Jaen.....	30,947
Granada.....	82,726	Pamplona.....	30,779
Santa Cruz de Tenerife.....	79,889	Elche (Alicante).....	30,713
Lorca.....	72,795	La Linea (Cadiz).....	30,005
Santander.....	72,373	Lerida.....	27,515
Cordoba.....	72,316	Logrono.....	27,138
Valladolid.....	71,834	Albacete.....	27,089
Palma de Mallorca (Balearic Is- lands).....	69,758	Pontevedra.....	25,293
Cadiz.....	66,106	Tarragona.....	22,988
Jerez.....	61,250	Toledo.....	22,115
Corunna.....	60,483	Leon.....	19,621
Las Palmas (Canary Islands)...	60,334	Palencia.....	19,488
Alicante.....	58,088	Caceres.....	18,549
San Sebastian.....	56,779	Gerona.....	17,772
Oviedo.....	55,913	Zamora.....	17,473
Gijon.....	55,088	Orense.....	17,191
Almeria.....	48,614	Segovia.....	15,357
Lugo.....	41,632	Guadalajara.....	12,932
Vigo.....	41,500	Teruel.....	12,574
Badajoz.....	37,600	Cuenca.....	12,392
Linares (Jaen).....	36,287	Huesca.....	12,153
		Avila.....	12,137

SPAIN'S ECONOMIC DIVISIONS.

From an economic viewpoint Spain may be divided into four principal zones:

(1) To the north a coastline belt, including Galicia, Asturias, Santander, and the Vascongadas provinces. This region is especially noted for its fisheries, timber resources, cattle raising, dairying, iron ore, coal and metallurgical industries.

(2) The central zone comprises the two Castiles, Leon and part of the Extremadura, and is economically important for its grain growing, animal wealth, quicksilver mines, and its varied manufactures, centred in Madrid.

(3) To the eastern division belong the more northerly provinces of Aragon, Navarra and Catalonia (the last celebrated as the manufacturing centre of Spain), and to the southeast the provinces of Valencia and Murcia, which produce rice, the mulberry tree, and a great variety of fruits and vegetables, which constitute the semi-tropical gardens of Spain.

(4) Andalusia makes up the southern zone, where flourish various fruits and where is found a wealth of copper, lead and iron ore.

CLIMATE.

Although Spain is bounded on three sides by the sea, its climate is one of the driest in Europe. Along the northern littoral there is a heavy rainfall throughout the spring and autumn months, while the district has long winters owing to its exposure to the Pyrenees. The edges of the central plateau, however, are so high, so abrupt and so near the sea that nearly all the moisture is condensed before the winds reach the interior of the country, which is subjected to extremes of heat and cold. The southern part of Spain, owing to its proximity to the Sahara and the narrowness of the Mediterranean, is exposed to intense heat during the summer, but the elevated plateau makes the winter temperature much lower. In the valleys of the southern Sierras and the plains of the Mediterranean and Atlantic coasts, the spring and autumn seasons are stated to be delightful, while the winter may be considered mild and the

summer as already intimated, tropical. In fact the Spanish climate is characterized by extremes and although skating is quite common around Madrid in the winter season, bananas, the sugarcane, and even the date palm ripen in the Guadalquivir basin.

OCCUPATIONS OF INHABITANTS.

The following classification based on the last official census of 1910 shows the occupation of the various inhabitants:—

Classes—	Percentages.
Inhabitants economically active.. . . .	34.91
Professional classes.. . . .	1.26
Civil servants.. . . .	1.05
Persons financially independent.. . . .	1.60
Domestic servants.. . . .	1.63
Members of families and of no occupation.. . . .	59.55
Total.. . . .	100.00

It has been estimated that the economically active population, i.e., the 34.91 per cent, are employed as follows:—

Description—	Of the 34.91%	Of Total Population.
Agriculture and forestry.. . . .	70.49	24.61
Hunting and fishing.. . . .	0.64	0.23
Mining.. . . .	1.19	0.42
Manufacturing.. . . .	14.39	5.02
Transportation.. . . .	2.10	0.73
Commerce.. . . .	2.13	0.74
Labouring classes.. . . .	9.06	3.16
Total.. . . .	100.00	34.91

PRODUCTIVITY OF THE SOIL.

A recent calculation indicates that 88.45 per cent of the soil of Spain is productive and utilized according to the table appended:—

Description— *	Acreage (approximate).	Percentage.
Agricultural lands and gardens	44,836,855	35.5
Vineyards.. . . .	3,157,525	2.5
Olive culture.. . . .	3,662,729	2.9
Pasture grounds and woods.. . . .	31,954,153	25.3
Forests, natural meadows, waste and unimproved lands.. . . .	28,038,822	22.2
	111,650,084	88.4

THE AGRARIAN PROBLEM.

Spain being an essentially agricultural country, with the resources at her command as yet imperfectly developed, is seeking how best to remove the disadvantages under which agriculture is carried on. Herein lies the agrarian problem to which Spanish statesmen are turning their attention, conscious as they are of the fact that upon its solution depends the giving of a higher standard of life to the common people and the greater participation of Spain in international trade exchanges.

This agrarian question depends upon, among other factors, for its solution:—

(1) A greater use of the productive land existing, as only 48 per cent of the country is cultivated, approximately 50,000,000 acres, although but 11.6 per cent of the soil is unproductive. It is especially claimed (a) that large tracts of steppe lands by intelligent effort could be at least advantageously turned into forestal area; and (b) that a large number of the privately-owned estates now only slightly cultivated, should be turned into productive lands.

(2) A more intensive use of the ground already under cultivation, which implies reforestation, extend irrigation, the employment of more agricultural machinery and the more plentiful use of chemical fertilizers.

(3) The extinction of seigniorial domains and absenteeism and the formulating of a land policy which will encourage and protect ownership of lands by the farmers themselves.

(4) The placing of more labourers on the land. The proportion of the population devoted to agriculture is but slightly more than half that in France or Germany, in spite of the fact that in the national economy of the three nations, Spain depends upon agriculture, to a much greater extent.

(5) The retention at home of a larger portion of the population who emigrate, especially to Argentina. In the last ten years before the war it was estimated that the exodus amounted to 125,000 annually.

(6) An efficient system of agricultural credits by which the farmer will be enabled to win his economic independence, thereby improving his standard of livelihood and by which he will be able to provide himself with the education and the implements necessary to make his fields yield the greatest production of which they are capable.

(7) The extension of good roads.

(8) The establishing of closer relations between the farming communities and those who devote themselves to the technical study of agricultural production.

(9) The greater use of experimental stations.

(10) The enactment of a comprehensive system of agricultural legislation.

AGRARIAN PROBLEM OF INTEREST TO CANADIAN EXPORTERS.

The solving of this Spanish agrarian problem has more than an academic interest for the Canadian exporter. Its accomplished solution means a greater demand for goods of all kinds, which demand will be coincident with the higher standard of life thereby achieved, while the working out of the solution entails *inter alia* a heavier importation of (a) agricultural implements and machinery (and even of the 48 per cent of the land cultivated, no small part is farmed by primitive and inefficient methods), (b) of chemical manures (their need was continually brought to the writer's notice in his investigations), and (c) of pumps and irrigation installations. About 2,300,000 acres are at present under irrigation of some sort, but the equipment used is often antiquated. In addition, the present programme for irrigation will bring another 1,235,000 acres under a watered area, and it is hoped to reclaim eventually by irrigation some 10,000,000 acres of the national territory.

The working out of the Spanish agrarian problem should be deservedly watched by the Canadian exporter.

ESTIMATED VALUE OF FIELD CROPS, ETC.

Viscount Eza in his *Economical Problem of Spain* gives the following estimates for an average normal year:—

	Pesetas.
Pastures and general cattle food.	200,000,000
Hay and other forage.	296,000,000
Straw, etc.	286,000,000
Corn (wheat).	860,000,000
Other cereals, maize, barley, etc.	691,000,000
Peas, beans, etc.	157,000,000
Wine.	378,000,000
Oil and olives.	199,000,000
Fruits.	261,000,000
Vegetables.	375,000,000
Roots, potatoes, etc.	264,000,000
Industrial plants	34,000,000
Cattle products.	585,000,000
Poultry, etc.	212,000,000
Total.	4,798,000,000
Other products non-classified, or not included in the statistics.	1,212,000,000
Probable total, in round figures.	6,000,000,000

It is evident, from the above figures, that Spain, as an agricultural country, is only half developed. Viscount Eza is, moreover, of the opinion that upon the basis of a new distribution of land, crops worth some 12,900 million pesetas could be produced in an ordinary year. Other authorities agree that, by means of methodic selection of seeds, irrigation, chemical manure, organized afforestation, new railways and the necessary co-operation on the part of the big banking firms, the actual output could not only be doubled, but multiplied three or four times.

WHEAT.

Of the cereal production in Spain, wheat ranks first in importance both as regards the area sown and the crop harvested. The principal producing centres are the two Castiles, Leon, and Extremadura. In 1918 there were seeded 10,348,687 acres yielding 3,693,428 tons. The production was short of the 1917 harvest and was in fact the lowest yield since 1914. The table appended shows the volume of wheat produced since 1913:—

Year.	Tons.
1913..	3,059,079
1914..	3,159,448
1915..	3,791,102
1916..	4,145,751
1917..	3,883,020
1918..	3,692,428

The high-water mark in production was reached in the year 1916; and it has been argued that if such a harvest could be assured each year that Spain would be rendered practically independent of imported supplies. A query, however, arises in this connection, viz.: If the Spanish Government is guaranteeing the individual producer for 1919 the sum of \$3.96 per bushel, will the Spanish consumer find it profitable to use bread made from home-grown flour when, with the eventual return to normal conditions, imported wheat may be had more cheaply? Already there is a lively protest against the increasing cost of bread in Spain.

At present, wheat almost exclusively of Argentine origin is arriving on the Spanish market, some 68,076 tons being imported during the first four months of 1919, but normally a harder wheat is demanded for mixing with the native-grown cereal, and herein lies the Canadian opportunity. The quantities to be sold may prove to be limited, but an effort could wisely be made to secure a part at least of whatever trade will offer in this line. In 1915 some 176,000 bushels and in 1916 some 132,054 bushels of Canadian wheat were imported although no exports are recorded from Canada for the years 1913, 1914, 1917 and 1918. In 1913 Spain imported altogether 174,311 tons of wheat, while the average importation for the quinquenniad 1911-15 amounted to 228,908 tons.

BARLEY.

The area sown in barley in 1918 amounted to 4,258,892 acres, giving a harvest of 1,970,342 tons. The yields for the 1913-18 period were as follows:—

Year.	Tons.
1913..	1,497,000
1914..	1,573,544
1915..	1,801,968
1916..	1,891,241
1917..	1,697,324
1918..	1,970,342

Barley is most extensively cultivated in the two Castiles, Extremadura and in Andalusia. The average annual exports for the 1911-15 period amounted to 10,863 tons.

RYE AND OATS.

The following table illustrates the production of rye during the six-year period 1913-18:—

Year.	Tons.
1913..	479,000
1914..	608,357
1915..	663,030
1916..	731,099
1917..	614,790
1918..	773,398

The area planted in 1918 was 1,839,752 acres.

Oats were sown over an area of 1,524,480 acres in 1918 and yielded 442,330 tons. The lowest yield over the 1913-18 period was in 1913 when the production was 334,000 tons, and the highest yield was in 1915 with 536,316 tons. The principal oat-growing districts are New Castile and Extremadura. In the classification of the leading Spanish exports, rye is given at 836 tons per average year during the period 1911-15.

MAIZE.

The maize crop for 1918, viz.: 613,225 tons, was the lowest of any one year during the period 1913-18. In 1913 the production amounted to 637,000 tons; in 1914 to 727,292 tons; in 1915 to 739,081 tons; in 1916 to 727,546 tons; and in 1917 to 746,023 tons. The area devoted to maize growing in 1918 was 1,182,742 acres. Maize figures in the principal Spanish exports to the extent of 1,620 tons per annum during the quinquenniad 1911-15.

RICE.

Of the other cereals, rice is the most important. In 1916 the yield amounted to 241,707 tons gathered from 101,560 acres. The most important rice-producing centre is the province of Valencia, followed by Tarragona, Gerona, Alicante, Castellon, Murcia and the eastern part of the island of Mallorca (Balearic Islands).

Rice normally is Spain's leading cereal for export, the average shipments being 19,165 tons per year during 1911-15.

LEGUMINOUS PLANTS.

The area devoted to the growing of leguminous produce amounted in 1913 to 2,930,062 acres yielding 590,304 tons of chick-peas, beans, peas, kidney beans, algaraba beans and other vegetables, apportioned as follows:—

Products—	Tons.
Chick peas..	78,874
Beans..	167,415
Peas..	15,361
Kidney beans..	152,009
Algaraba beans..	85,067
Other leguminous products..	91,638
	<hr/>
	590,304

These products are most important in the national economy, constituting as they do a part of the daily diet of the poorer people. In the quinquenniad 1911-15 Spain was able to export about 5,000 tons of chick peas annually, and of other leguminous produce some 6,300 tons. The acreage devoted to these crops has increased since 1913 and the production has also reached higher levels.

GARDEN PRODUCE.

More important, however, from an export point of view, is the garden produce raised in Spain, which in 1913 exported 69,958 tons of potatoes, 168,324 tons of onions and garlic (the best-known Spanish onion, the Valencia Giant, goes almost altogether normally to Great Britain either for domestic consumption or for re-export trade), 10,874 tons of tomatoes, 4,717 tons of other garden produce, 10,488 tons of preserved vegetables, and 6,050 tons of pepper (ground and not ground). Valencia and Murcia contain the most important truck farms of Spain, while the total value of the garden produce grown amounts to about 275,000,000 pesetas annually. Over 1,100,000 acres are devoted to this kind of farming.

Canada's imports of Spanish vegetables amounted to \$28,262 in 1913, to \$45,751 in 1917, and to \$36,489 in 1918.

VINICULTURE.

After cereals and forage, the vine is the most important agricultural product of Spain. From it is derived the export trade in fresh grapes and raisins, and on it depends the important Spanish wine industry. The mean annual value of the Spanish vineyards now approximates 400,000,000 pesetas.

In 1918 the area devoted to grape culture amounted to 3,292,925 acres, the yield being 3,818,229 tons of grapes. Of this amount 3,620,956 tons were devoted to wine-making, some 22,567,618 hectolitres being produced. Raisins were made from 44,876 tons, the remainder of the production being consumed as fresh grapes. The area yielding grapes in 1913 was 3,125,400 acres, and 2,952,260 tons of grapes were picked. The most produced in 1913 was 17,105,203 hectolitres. In some years, such as 1915, cryptogamous diseases, particularly mildew and black rot, coupled with the persistent phylloxera, deleteriously affect the grape harvest. Only 1,670,058 tons of grapes were produced in 1915.

The regions in which the grape is most extensively cultivated are Catalonia, La Rioja, Andalusia, New Castile and Extremadura. It is interesting to note that the province of Barcelona alone possesses more vines than the eight Andalusian provinces.

FRESH GRAPES.

During the quinquenniad 1911-15 the average annual export of Spanish grapes, which come principally from Almeria and Malaga, amounted to 54,109 tons. Normally the principal market is Great Britain, followed by Germany and the United States. The grapes are generally packed in barrels of 10, 20 and 23 kilogrammes.

CANADA'S IMPORTS OF SPANISH GRAPES.

Canada takes a certain quantity of this Spanish product, the figures for the last six years being as follows:—

Year.	Pounds.
1913..	231,291
1914..	207,937
1915..	31,244
1916..	100,750
1917..	236,402
1918..	No imports.

A direct steamship service between Canada and Spain during the shipping season from August to November would probably tend to increase these imports.

RAISINS.

Spain is also an important shipper of raisins, Denia in the province of Valencia and Malaga being the most important centres of this trade. During the five-year period 1911-15 the average exportation amounted to 18,334 tons. The raisins are

packed in boxes of 10 kilogrammes gross weight, 10 kilogrammes net, 5 kilogrammes net, 2½ kilogrammes net, 2 kilogrammes gross, 1 kilogramme gross, ½ kilogramme gross, in packages of 250 and 500 grammes, and in special *de luxe* parcels of 100-125, 200-250, and 400 to 500 grammes. One shipping house visited puts up thirteen different qualities of raisins.

Out of the total Canadian importation of raisins in 1913, amounting to 24,423,150 pounds, some 4,842,927 pounds are accredited to Spanish sources. In 1914 the imports increased to 7,350,722 pounds, or slightly more than one-third of the total importation. The government returns show that in 1918, however, only 189,910 pounds were entered at the Canadian customs as arriving from Spain, whereas 32,886,629 pounds out of a total of 33,187,420 pounds are entered as coming from the United States. In all probability at least some quantities of these raisins were of Spanish origin, as the pre-war direct line between Canada and the Mediterranean during the Spanish fruit shipping season of each year was not in operation in 1918.

WINES.

Subject to the climatic conditions of different parts of the country, various types of white, red and sweet wines and sherries are produced. The best known Spanish wines abroad in their natural state are the famous sherries and sweet wines of the Eastern coast from Tarragona to Malaga. The common red wine has been principally exported for blending with French wines. Great Britain has been Spain's best market for sherry and generous wines.

In the quinquenniad 1911-15 Spain exported 2,699,665 hectolitres of common wine, 126,343 hectolitres of sherries and 235,785 hectolitres of generous wines annually. In 1916 the figures were 3,988,088 hectolitres, 171,191 hectolitres and 274,148 hectolitres respectively. The average annual production of wines in Spain has been 17,844,367 hectolitres during the five-year period 1913-17, although the production in 1917 amounted to 23,762,644 hectolitres.

ALCOHOLS AND SPIRITS.

In 1917 Spain also produced 272,242 hectolitres of liquors and 711,822 hectolitres of various grades of spirits and alcohols.

CANADIAN IMPORTS.

Spanish non-sparkling wines have been the most largely imported into Canada, the figures for the six-year period being as follows:—

Year.	France. Gallons.	Spain. Gallons.	Grand Total Importation. Gallons.
1913..	244,430	291,687	942,521
1914..	238,543	286,923	934,321
1915..	183,606	246,554	742,672
1916..	95,991	176,044	497,398
1917..	73,381	146,170	512,175
1918..	43,562	113,865	511,021

DREGS AND SKINS.

Another product of the vineyards worth over 13,000,000 pesetas annually are the dregs and skins from the wine industry.

THE OLIVE CROP.

The next most important branch of Spanish agriculture is the growing of the olive. In 1918 the area cultivated with this fruit was 3,898,065 acres, giving 1,403,813 tons of

olives. Of this amount 1,356,057 tons were used in oil production, yielding 255,202 tons of oil. The oil produced during the 1913-18 period was as follows:—

Year.	Tons.
1913..	265,422
1914..	207,764
1915..	326,107
1916..	207,115
1917..	427,831
1918..	255,292

The great olive oil producing centres of Spain are Andalusia, the Levant, Old Castile, Extremadura, and the four provinces of Catalonia.

In spite of the fact that the olive tree is of a hardy nature and of a drought-resisting character, and sometimes flourishes where little else will grow, the crop is often very irregular. Sometimes, as in 1917, the oil crop is over 427,000 tons, and at other times, as in 1912, the crop is below 65,000 tons when but 63,000 tons were produced. The average yield during a ten-year period was 200,000 tons approximately. The amount of rainfall considerably influences the quantity of olive oil produced, and hence the oils of northern and southern Spain differ considerably. The quantity of olive oil in the olive varies from 12 to 30 per cent according to the variety cultivated. It was stated that the present tendency in Spain is toward cultivating the olive which yields the finer oils of more delicate flavour and of greater transparency.

OLIVE AND OLIVE OIL EXPORTS.

Spain exported annually during the period 1911-15, 13,113 tons of olives and 48,524 tons of olive oil. In 1916 the respective figures were 23,986 and 88,852 tons. At one time the Spanish olive oil was to a large extent sent abroad, particularly to France and Italy, in a crude state, refined there, and afterwards exported as French or Italian olive oil. More recently, however, the Spaniards have turned their attention to refining the oil in their own country and a noticeable progress is taking place in this industry.

CANADIAN IMPORTS OF OLIVES AND OLIVE OIL.

The Canadian imports of olives and olive oil from Spain and the total quantities imported from all countries are given hereunder for the years 1913-18:—

Olives.

Year.	Total Quantity	
	From Spain. Gallons.	Imported. Gallons.
1913..	127,010	272,255
1914..	79,549	159,231
1915..	78,009	112,134
1916..	49,234	113,316
1917..	80,676	166,317
1918..	70,727	164,320

Olive Oil.

	From Spain. Gallons.	Total Olive Oil Imported. Gallons.
1913.. .. .	1,264	197,286
1914.. .. .	3,104	183,191
1915.. .. .	2,488	217,975
1916.. .. .	11,209	191,785
1917.. .. .	25,589	246,787
1918.. .. .	38,013	146,970

Italy and France up to 1918 had been our largest suppliers of olive oil, but last year the Spanish exports (38,013 gallons) were higher than those of Italy (23,802 gallons) or of France (24,386 gallons), and were only surpassed by the declared exports from the United States, viz., 57,926 gallons.

It is of further interest to note that the Canadian returns for 1918 show the first declared importation of Spanish olive oil for soap manufacture and fish canning, the figures being 12,083 gallons out of a total importation of 33,124 gallons. The remainder are entered as from the United States.

Spain is also at present our most important supplier of olives in brine, although that place was held by Greece in 1913.

FRUIT FARMING.

The last official estimate gives 1,128,000 acres as devoted to fruit farming in Spain, the total value of the fruits grown reaching a value of over 261,050,000 pesetas.

ORANGES.

The orange yield is the most important as regards Spain's fruit trade, and averaged during the quinquenniad 1905-09, 839,531 tons, valued at 68,930,000 pesetas. In 1917 the crop gathered amounted to 569,065 tons, valued at 68,287,973 pesetas. The domestic consumption of oranges is very small, and the fruit is cultivated mainly for export. The principal producing areas are the districts of Valencia, Murcia, and Andalusia, the first-named province exporting one-third of the total orange crop of Spain. About 122,000 acres are devoted to orange cultivation.

What are known to the trade as "bitter oranges" come from the Seville district. These are largely exported to England for marmalade-making, and the trade is almost exclusively exploited by English capital.

During the quinquenniad 1911-15 Spain's annual exports of oranges averaged 501,536 tons. Normally about one-half of the production goes to England.

CANADIAN IMPORTS OF ORANGES.

According to Canadian Government returns, the value of oranges imported from Spain was \$7,327 in 1913, \$17,967 in 1914, \$20,390 in 1915, \$11,957 in 1916, \$21,847 in 1917, and \$23,495 in 1918. The value of the Spanish exports has more than trebled during this period, while the value of the exports from Italy has fallen from \$42,380 in 1913 to \$7,609 in 1918.

ALMONDS.

The Spanish almond trees yield about 25 per cent of the world's supply, the other sources of production being Italy, Greece and Asiatic Turkey.

During the quinquenniad 1905-09 the Spanish production of almonds averaged 99,773 tons, valued at 49,264,000 pesetas. In 1917 the crop yielded 100,029 tons. The leading centres of production are Alicante, Malaga and the Balearic Islands. As an agricultural product, the almond tree is especially profitable as all of it is put to some use, the nut, the wood, leaves and shells.

The "Jordan" almond, or large and best quality almond, is exported principally for table consumption, while the ordinary or smaller size "Valencia" almond finds its principal use in confectionery manufacture. The sweet almond is also used for making medicinal oil and cold cream, while from the oil of the bitter almond, soap and powder are manufactured. Almonds in the shell are shipped generally in jute sacks containing 122 pounds or one fanega, while the shelled or cleaned almonds are packed in wooden boxes holding 28 pounds. Two of the largest almond-sorting and shipping plants in southern Spain were visited, and it was interesting to note how every "Jordan" almond was handled at least once, while the culling of the best varieties of "Jordan" almonds necessitates a picking over at least three times. The sorting plants are almost entirely operated by women.

As the almond crop is not perishable, the abnormal conditions in shipping during the war did not cause the same loss to the almond merchants as to the fruit dealers, although scarcity of vessels and enhanced freight rates naturally curtailed shipments.

Spain's average exports of almonds during the five-year period, 1911-15, amounted to 11,571 tons. The leading markets have been London, Hamburg, Marseilles and North and South American ports. The shipping season is from September to December.

ALMOND EXPORTS TO CANADA.

Spain leads in the exports of almonds to Canada, the following tables showing the total quantities imported and the quantities supplied by Spain during the 1913-18 period:—

Almonds not Shelled.

Year.	From Spain.	Total Quantity
	Pounds.	Imported. Pounds.
1913..	373,401	891,235
1914..	401,904	684,645
1915..	330,666	632,615
1916..	309,106	668,841
1917..	295,789	733,155
1918..	299,395	804,367

Almonds Shelled.

Year.	From Spain.	Total Quantity
	Pounds.	Imported. Pounds.
1913..	868,783	1,252,323
1914..	767,928	1,026,197
1915..	581,721	831,927
1916..	499,839	887,799
1917..	829,382	1,258,746
1918..	606,505	1,214,582

The heavier arrivals latterly declared from the United States would seem to indicate that some Spanish almonds are entering Canada as re-exports from the United States. Almonds are also re-exported from France and England to Canada.

HAZELNUTS AND PEANUTS.

The Spanish hazelnuts which come from the province of Tarragona are also of commercial importance. Some 9,841 tons were exported annually during the quinquenniad 1911-1915. The peanut has only of recent years been introduced into Spain and those grown are generally small or of but average size. The home production, however, besides satisfying the domestic consumption, allows some for export, and in 1913 5,364 tons were exported.

MELONS AND PLUMS.

The melons of Valencia, Murcia and Andalusia are of a fair quality and in normal times are shipped extensively to British ports. In 1913 the total exportation was 7,789 tons.

Plums, of which there are more than fifty varieties cultivated, yield on an average 26,000 tons annually and form the basis of the important industry of preparing prunes, which is carried on in the Vascongadas and Guipuzcoa provinces. The drying is done in the villages by exposure to the sun and quite considerable quantities of the dried fruit are exported to France.

LEMONS.

The lemon crop is about 35,000 tons annually. The exports in 1917 were 7,105 tons.

Citric acid and lemon essence are made to a small extent but the fruit is principally used for table purposes at home. Spanish lemons up to the present have had little interest for Canada.

FIGS.

Among the various Spanish fruit crops, the cultivation of the fig occupies a prominent place because of its widespread growth and because of its use as a food product, the dried fig serving as a common food for a large part of the poorer classes. In years of great abundance, moreover, the fig is used for fattening pigs.

The fig tree grows throughout the peninsula, but reaches its highest development in the south of the peninsula and in the Balearic Islands. Government agronomists a few years ago estimated that the value of the product of the fig trees is surpassed only by the orange, the almond, the carob and chestnut in the order named.

About 151,000 tons of figs are produced annually, and 5,456 tons of dried figs were exported in the year 1913.

Canada's imports of dried figs from Spain were as follows during the last six years:—

Year.	From Spain. Pounds.	From all Countries. Pounds.
1913..	210,503	4,421,294
1914..	83,715	3,277,450
1915..	51,218	3,279,422
1916..	183,129	1,741,471
1917..	305,844	4,323,697
1918..	51,620	2,190,316

Turkey, the United States and Portugal, are the chief suppliers, normally, of figs to Canada. Spain in the Government returns stands fourth.

OTHER PRODUCTS.

The average annual yield of the other principal fruits are given hereunder:—

Varieties—	Tons.
Peaches..	41,532
Apricots..	17,138
Cherries..	22,208
Apples..	150,977
Pears..	48,955
Pomegranates..	31,437
Chestnuts..	183,183
Walnuts..	15,308
Prickly pears..	310,998
Bananas..	70,346

These fruits are mostly used for home consumption and are of little interest as regards exportation, except the peach and apricot, which form the basis for an important fruit pulp and jam industry, which in these two lines especially is devoted to export trade. In fact the preserved fruit industry in Spain may be classified as one of the ranking industries, and considerable quantities of Spanish fruits are well put up both in tins and bottles.

CANADA'S IMPORTS OF SPANISH TINNED FRUITS.

Canada has imported relatively small amounts of canned fruit from Spain, the figures for 1913 being 60,657 pounds, for 1914, 148,403 pounds, and for 1918, 91,180 pounds.

RESUMÉ OF FRUIT EXPORTS.

The total quantity of all the Spanish fruits exported in 1913 amounted to 710,059 tons, valued at 144,000,000 pesetas, to which must be added the fruit pulp and preserved fruits exported, which in 1913 totalled 7,223 tons, valued at 1,805,959 pesetas.

FORTHCOMING BARCELONA FAIR.

His Majesty's Consul General at Barcelona has forwarded particulars of the International Fair to be held at Barcelona from May 15 to 30, 1920, and in each succeeding year, says the *British Board of Trade Journal*.

The fair is open to all business men and wholesale buyers of all countries, and exhibitors will have the benefit of facilities for transport, and of modified customs duties.

Exhibitors must be producers, manufacturers, wholesale dealers, etc., representatives and agents being admitted only in the name of the producer or manufacturer whom they represent. Retailers and resellers are not admitted, and it is absolutely prohibited to sell retail or to deliver goods in the grounds of the fair. Exhibitors can only book orders.

Exhibits are divided into groups representing, among others, the following industries: Agriculture, horticulture, medicine, chemicals, mining, engineering, electricity, building construction and decoration, textiles, artistic industries, cutlery, jewellery, brush and toy making, etc.

Stands, ground, etc., may be furnished and decorated as desired. The charge for accommodation will be as follows:—

	Pesetas.
1 stand 4 x 4 metres.	600
Half stand 2 x 2 metres.	350
A place in the section of small industries.	150
1 square metre in centre of the hall or buildings.	75
1 square metre in the open air.	25

Application for certificates of admission and details of transport, customs duties, etc., should be addressed to La Direccion General de la Feria de Barcelona, Fernando 30, Barcelona, before January 15, as accommodation or mention in the official catalogue cannot be guaranteed after this date.

FUSION OF LARGE BANKING INTERESTS IN THE UNITED KINGDOM.

Mr. C. G. Venus, Acting Trade Commissioner in London, writes as follows under date November 11, respecting a recent British banking amalgamation:—

It is announced that Barclays Bank, Limited, has concluded provisional agreements with the British Linen Bank and the Union Bank of Manchester, Limited, for a close affiliation, the scheme necessitating some rearrangement of the capital of Barclays Bank.

The amalgamation will take second place among United Kingdom banks in the matter of deposits. At the date of its last balance sheet Barclays Bank had deposits amounting to just under £282,000,000, while the British Linen Bank had £26,425,000, and the Union Bank of Manchester £17,210,000. The total deposits of the combined institutions will therefore aggregate over £325,500,000; and together they possess some 1,683 branches distributed throughout Great Britain.

It is stated that an important feature of the organization of Barclays Bank is that it divides the country into thirty-two sections, each under the supervision of a local directorate, closely identified with and interested in local industries, and it is proposed to continue and expand this system. Barclays Bank, moreover, has a very extensive foreign connection and works in close conjunction with many banks abroad.

RIO DE JANEIRO PORT FACILITIES.

The illustration on the front page of this number of the *Weekly Bulletin* is from a photograph forwarded by Mr. G. B. Johnson, the Canadian Trade Commissioner in Brazil, who has now taken up residence in Rio de Janeiro. It shows the splendid modern facilities with which that port is being equipped, including electric cranes. With the extensive quays and warehouses that have recently been built, and the dredging of the harbour so that vessels can load and unload without the aid of lighters. Rio de Janeiro—which has a population within the Federal District of 1,500,000—should receive a great impetus in the development of its foreign trade.

THE BRITISH INDUSTRIES FAIRS, 1920.

The British Industries Fair, 1920, the prospectus of which appeared in *Weekly Bulletin*, No. 801, page 1074, will be held at London, Birmingham and Glasgow from February 23 to March 5, 1920. Five Canadian firms have applied for space in the London section, all the space in which is now taken up. There is still space for specified industries at Birmingham and Glasgow.

Applications for space from eligible manufacturing firms domiciled within the British Empire, but outside the United Kingdom, can only be received through H.M. Trade Commissioners. The addresses of those in Canada are as follows:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

These fairs, which are in charge of the Department of Overseas Trade, 73 Basinghall street, London, E.C., are open to all firms within the British Empire which have their principal works and head offices within the Empire and who are not controlled by foreign interests.

The following is the schedule of exhibits at the three fairs:—

LONDON.

Organized by the Board of Trade.

Address: Director, 10 Basinghall street, London, E.C.

Cutlery.
Silver and electro-plate.
Jewellery, watches and clocks.
Imitation jewellery, including hard haberdashery articles.
Glassware of all descriptions.
China and earthenware.
Paper, stationery and stationers' sundries.
Printing.
Fancy goods, including travelling requisites and tobacconists' sundries.
Leather for the fancy goods, bookbinding and upholstery trades.
Brushes.
Toys and sports goods.
Scientific instruments.
Optical goods and spectacle ware.
Photographic appliances and requisites.
Drugs and druggists' sundries.
Musical instruments.
Furniture (knock down for export).
Art needlework requisites.

BIRMINGHAM.

Organized by the Birmingham Municipality and Chamber of Commerce, with the support and under the auspices of the Board of Trade.

Address: Secretary, the Chamber of Commerce, 95 New street, Birmingham.

Lighting fittings for electricity, gas, oil, etc.
Cooking stoves and utensils, including aluminium, enamelware, etc.
General hardware, including builders', marine and household ironmongery of all descriptions.
Tools (hand) of all descriptions and small machine tools.
Metal furniture for house, shop, office, garden and camp use, including bedsteads.
Perambulators, mailcarts and push-chairs.
Nautical instruments.
Firearms.
Fishing rods and tackle.
Machinery belting of all kinds.
India-rubber goods for industrial and household purposes.

Motor cycles and cycles.
 Accessories for motor cars, cycles and aeroplanes.
 Weighing and measuring appliances and instruments.
 Sanitary appliances.
 Paints, colours, and varnishes and painters' requisites.
 Tubes in copper, lead, brass and steel, and pipe fittings.
 Architectural and ornamental metal work, including gates and fencing.
 Ropes of steel and hemp, cordage and string.

GLASGOW.

Organized by the Corporation of the City of Glasgow with the support and under the auspices of the Board of Trade.

Address: General Manager; Kelvin Hall of Industry, Glasgow.

Textiles of all descriptions.
 Readymade clothing, including hosiery.
 Hats and caps.
 Boots, shoes and gloves.
 Carpet and upholstery materials.
 Foodstuffs (prepared and preserved) and beverages.
 Chemicals (light and heavy).
 Domestic chemical products.

APPLE PRICES IN ENGLAND.

The following cables have been received from Mr. J. Forsyth Smith, Fruit Trade Commissioner, Liverpool:—

Glasgow (November 21): Market heavily supplied. 15,000 barrels and 25,548 boxes. Demand for barreled stock weak and draggy. Eager demand for boxes. 8,000 barrels Ontario apples ex ss. *Cassandra*, quality fair but variable with too large a portion of lower grades. No. 1 Spy, few best 56s. to 62s., others 35s. to 45s. No. 2's, few best 42s. to 50s., others 30s. to 38s., Domestic, few best 30s. to 37s., others 22s. to 28s., No. 3's, best 29s. to 36s., others 19s. to 25s.; Golden Russet, No. 1's 45s. to 51s., No. 2's 32s. to 37s., Domestic 32s., No. 3's 26s. to 27s.; Stark, No. 1's, few best 40s., others 32s. to 38s., No. 2's 30s. to 34s., Domestic, few best 30s. to 34s., others 20s. to 27s., No. 3's 18s. to 26s.; Pewaukee, No. 1's 27s. 6d., No. 2's 24s. 6d., Domestic 18s., No. 3's 18s.; Baldwin, No. 1's 45s. to 50s., No. 2's 28s. to 35s., Domestic 23s. to 30s., No. 3's 22s. to 28s.; Ben Davis, No. 1's 31s. to 39s., No. 2's 31s. to 46s., Domestic 20s. to 26s., No. 3's 20s. to 25s.; King, No. 1's 48s. to 49s., No. 2's 30s., Domestic 22s. 6d. 1,000 boxes Ontario apples ex ss. *Cassandra*: Baldwins, No. 1's 16s. to 20s., No. 2's 16s. to 17s.; Stark, No. 1's 14s. 6d.; Pewaukee, No. 1's and No. 2's 16s.; Ontario, No. 1's 15s. 6d.; Hubbardson, No. 1 18s.; Spy, No. 1 18s. to 20s., Domestic 13s. About 16,000 boxes British Columbia apples ex ss. *Pretorian* and *Cassandra*, excellent condition and quality: Cox's Orange, No. 1's 20s. 10d., No. 2's 19s. to 20s. 10d. 8,000 boxes McIntosh Red, No. 2's 16s.; Jonathans, No. 1's 20s. 10d., No. 2's 19s. to 20s. 10d.; Blenheims, No. 2's 17s. to 18s. 4,289 barrels Nova Scotian apples ex ss. *Malvern Range*: Many doubtful quality and slack. Kings, No. 1's, few best 30s. to 34s., others 22s. to 28s., No. 2's 25s. to 27s., Domestic 19s. to 25s., No. 3's 15s. to 19s.; Baldwins, No. 1's 23s. to 30s., No. 2's 20s. to 25s.; Wagener, No. 1's 29s. to 31s., No. 2's 26s. to 30s.; Blenheim, No. 1's 20s. to 23s., No. 2's 15s. to 23s., Domestic 15s. to 21s., No. 3's 15s.; Greening, No. 1's 22s. to 23s., No. 2's 19s., Domestic 18s., No. 3's 13s.; Ribston, No. 1's, few best 34s., others 18s. to 23s., No. 2's 18s. to 20s., No. 3's 16s.; Ontarios, No. 1 17s., No. 2's 15s., Domestic 14s.; Cox's Orange in boxes, No. 1's 20s. 10d., No. 2's 16s., Domestic 15s., No. 3's 12s. Washington Jonathans 20s. 10d., Kings 18s. to 20s. 10d., Newtowns 20s. 10d., California Newtowns 17s. to 19s.

London (November 21): Nova Scotian apples ex ss. *Castelleno*: King, No. 1's 28s. to 35s., No. 2's 29s. to 30s., Domestic 21s. to 27s., No. 3's 16s. to 22s.; No. 1 Ribston 27s. to 55s., No. 2's 27s. to 28s., Domestic 19s. to 26s., No. 3's 17s. to 25s.; No. 1

Blenheim 27s. to 29s., No. 2's 27s. to 28s., No. 3's 20s. to 26s., Domestic 18s. to 26s.; No. 1 Golden Russet 50s. to 52s., No. 2's 31s. to 38s., Domestic 38s. to 39s., No. 3's, best 38s., others 25s. to 28s. 11,449 boxes of British Columbia apples ex ss. *Verenia*: No. 1 Jonathan, Cox's Orange and Grimes Golden, in excellent condition, practically all sold at maximum. California Newtown 19s. to 20s. 10d. per box; Red Pearmain, doubtful condition, 12s. to 13s.

Liverpool (November 24): Heavy prospective arrivals weakening market. 5,000 barrels Nova Scotian apples ex ss. *Galtymore*, mainly Kings, sold: No. 1 Baldwins 39s. 6d., No. 2's 29s, Domestic 25s., No. 3's 20s.; No. 1 Kings, few best 40s. to 43s., others 29s. to 37s., No. 2's, few best 37s. 6d., others 25s. to 31s., Domestic 22s. to 29s., No. 3's 18s. to 24s.; No. 1 Blenheim, few best 31s. to 32s., others 21s. to 28s., No. 2's 27s. to 30s.; No. 1 Ribston 25s., Domestic 22s.; No. 1 Fallawater 31s. to 35s., Domestic 27s. to 33s.; No. 1 Maine Baldwins 39s. to 42s., No. 2's 30s. to 35s., crates 10s. to 11s. California Newtowns 20s. 10d. per box.

THE MARKET FOR CANNED SALMON IN FRANCE.

The following account of the market conditions for canned salmon in France, written by a Canadian interested in the trade, has been forwarded from the office of the Commissioner General of Canada in Paris, under date November 5:—

PORTS OF ENTRY.

Le Havre is the chief distributing centre for salmon in France. It is true that Marseilles and Bordeaux import certain quantities direct, but in normal times this has not been large.

IMPORTERS.

At Le Havre there are probably two English importers who are firmly established. One in particular has a certain control over the French market in view of the fact that he keeps stocks at the port for immediate delivery. These stocks are re-examined and blown tins and leaks are culled. Certain of the smaller French importers during November could import sufficient salmon to warrant their doing business direct with the packer, but during the rest of the year, when they require small lots of one or two hundred cases, it is easier for them to order from the stocks at Le Havre. For this reason they are not anxious to break away from this large house at Le Havre. They have to pay more for their salmon, but would prefer to do this than keep large stocks themselves.

The packers would probably obtain a better price if they were directly represented in France. On the other hand it is questionable whether it would pay any one packer to go to the expense of opening an office there. One American firm are established in France, but besides salmon they have their other canned lines. If Canadian packers are desirous of establishing directly on the French market the only feasible plan would be for them to pool their interests in regard to sales, in which case sufficient business might be done to warrant a selling organization. There is a considerable margin between the c.i.f. price French port and the wholesale price.

PRESENT STATE OF THE MARKET.

The French Government as well as the Belgian bought large stocks of the American Army salmon at about half price. This is at present on the market and is selling cheaply. It is thought that the army stocks will be disposed of by about the end of November. French merchants who had stocks on hand are holding them over until the army supply is disposed of.

GRADES.

France in her present state seems to think that the red salmon is too expensive; she is consequently turning her attention to pinks (and to chums to a much lesser extent).

FOREIGN COMPETITION.

Americans are doing some business on consignment. They seem anxious to get their goods firmly fixed on the French market.

One shipment of Japanese (Siberian) medium red salmon has been offered at a lower figure than the Canadian. However, the French did not seem anxious to touch it, as they have been disappointed in one or two shipments from this source.

One thing was impressed on me: It is absolutely essential that Canadian packers standardize their products either by a government inspection or by other means. A great deal of harm has been done and is still being done to the name of British Columbia fish products by certain of the smaller packers. These people are doing incalculable harm to the whole industry. At present Canada is in the eyes of France, and with care she should build up a good trade. She will never do it if certain packers are allowed to ship in an inferior manner to France. It is not the grade of fish but the way it is packed which counts.

FRENCH ESTABLISHMENTS RECONSTRUCTED IN THE DEPARTMENTS RECENTLY UNDER INVASION.

The following are a number of the industries in the formerly invaded areas of France, which have been reconstructed or are in course of reconstruction: Iron foundries, brewing machinery, bolts and nuts, munitions, textiles, carded wool, glassware, marble, clothing, wood, quarries and sandpits; and butter and cheese factories.

IMPORTS INTO NEW ZEALAND, JANUARY TO AUGUST, 1919, 1918.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, October 6, 1919.—Following are the values of the imports into New Zealand of some of the more important articles during the eight months ending August 31, 1919 and 1918:—

Soft goods—	1919.	1918.
Apparel.	£ 784,395	£ 598,558
Boots and shoes.	238,708	320,098
Carpet and oilcloth.	139,603	73,351
Drapery, n.o.e.	144,550	116,764
Hats and caps.	98,102	100,249
Hosiery.	352,044	168,561
Millinery.	74,985	66,839
Canvas piece-goods.	156,604	51,611
Cotton piece-goods.	2,021,952	1,168,579
Linen piece-goods.	35,633	16,359
Silk piece-goods.	329,601	302,518
Woollen piece-goods.	326,631	243,328
Hardware—		
Cement.	1,845	397
Hardware.	238,526	118,356
Iron—bar, bolt, rod.	48,469	48,676
Corrugated sheet.	172,491	35,921
Fencing wire.	171,095	39,216
Barbed wire.	33,166	19,475
Pig and scrap.	20,635	9,880
Pipes and fittings.	219,568	96,632
Lead.	18,313	20,486

IMPORTS INTO NEW ZEALAND, ETC.—*Continued.*

	1919.	1918.
Hardware— <i>Con.</i>		
Machinery—		
Dairy..	71,536	53,411
Agricultural	128,043	43,163
Electric..	265,168	245,169
Engines, gas, etc..	41,661	27,076
Mining..	12,152	8,625
Sewing..	41,385	42,571
Nails..	163,100	40,723
Railway and tram plant.. . . .	151,889	30,348
Tin sheet and block..	315,346	166,151
Tools..	173,813	54,614
Foodstuffs—		
Confectionery	68,298	41,477
Fish, preserved..	69,933	105,563
Fruit—		
Dried..	35,689	178,539
Fresh..	78,508	104,307
Flour..	300	37,889
Grain, unprepared..	361,936	341,378
Jams, jellies, etc..	5,111	11,122
Milk, preserved..	12,114	18,330
Onions..	2,103	9,842
Pickles and sauces..	6,477	7,720
Rice..	23,054	69,673
Salt..	71,250	178,973
Sugar..	620,087	531,878
Beverages—		
Ale and stout	2,425	10,453
Spirits—		
Whisky..	203,674	526,081
Other..	45,906	108,552
Wine..	47,090	49,615
Cocoa, coffee, etc..	76,384	44,571
Tea..	171,477	322,711
Miscellaneous—		
Bicycles (including motor)..	63,157	51,604
Books, papers, music..	168,626	165,286
Candles..	18,354	16,463
Carbide of calcium..	20,223	35,281
Coal..	182,754	139,636
Cordage and twine..	190,675	48,371
Cornsacks, woolpacks..	326,210	186,909
China and earthenware..	63,320	52,066
Glass and glassware..	158,473	93,435
Furniture..	26,112	14,458
Greases..	11,789	8,772
India-rubber goods..	26,074	49,324
Leather..	127,346	159,359
Leather manufactures..	66,869	39,191
Manures..	145,278	185,716
Matches and vestas..	10,453	67,879
Motor vehicles..	623,977	288,192
Oils—		
Benzine, etc	576,331	416,186
Kerosene	100,134	102,194
Castor..	2,716	22,694
Linseed..	45,717	86,345
Turpentine..	11,468	12,111
Other (specified)..	136,150	119,513
Paints, colours, varnish..	154,438	153,618
Paper—		
Printing..	221,055	205,180
Other..	246,140	73,665
Pianos..	25,745	30,746
Seeds, grass, clover..	35,993	102,994
Stationery..	128,304	79,316
Tobacco..	450,050	233,268
Cigarettes..	324,677	175,583
Cigars and snuff..	9,201	6,702
Timber, hewn and sawn..	88,133	80,275
Specie..	271,046	62,650
Total, all goods..	£19,777,013	£15,353,172

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregates of the different divisions of imports for the eight months:—

	1919.	1918.	1917.	1916.
Soft goods.. . . .	£ 4,702,809	£ 3,226,805	£ 3,005,167	£ 3,486,971
Hardware	2,388,201	1,100,960	1,416,393	1,783,842
Foodstuffs.. . . .	1,354,860	1,636,691	1,313,930	1,091,204
Beverages.. . . .	546,956	1,061,983	649,970	850,082
Miscellaneous.. . . .	4,785,742	3,516,596	3,467,549	3,876,927
Other goods	5,727,399	4,747,487	3,803,891	4,695,380
Total goods.. . . .	£19,505,967	£15,290,522	£13,656,900	£15,784,406
Specie	271,046	62,650	176,635	1,044,810
Grand totals.. . . .	£19,777,046	£15,353,172	£13,833,535	£16,829,216

Gold is not included in these figures since August 1, 1918.

The total shows an increase of £4,215,445, or 27 per cent over 1918, and a larger increase over the average of the three preceding years. The total of merchandise for the month of August is £2,165,285, or slightly under the average of the previous seven months.

SOFT GOODS HAVE LARGE INCREASE.

The soft goods section has £1,476,004, or over a third of the total increase. Boots and shoes are still behind the two preceding years, and hats are slightly behind 1918, but all the other items show increase. The total of cotton, linen and canvas piece-goods and hosiery are roughly equal to the totals of 1917 and 1918 put together.

HARDWARE SECTION'S TOTAL DOUBLED.

Hardware lines show a total double that of 1918, and well ahead of 1917 and 1916, and nearly all the items share in the growth. The heaviest increases are in hardware, corrugated iron, fencing wire, iron pipes, nails, railway plant, tin, tools, and some lines of machinery.

FOODSTUFFS DECREASE.

Foodstuffs are less than in 1918 by £281,831, but are higher than 1917 or 1916. The two big lines, grain and sugar, are well ahead of 1918 or 1917, but fruits, flour, rice, salt and fish show fairly heavy decreases, largely due to the stoppage of shipping from Australia.

BEVERAGES TOTAL LESS THAN THREE PRECEDING YEARS.

The total of beverages is less than any of the three preceding years, whisky and tea accounting for the bulk of the loss, and the latter is due to the Australian shipping trouble. Imports of cocoa for the eight months were 671,029 pounds, £72,787, and coffee 94,331 pounds, £3,597.

MISCELLANEOUS SECTION INCREASES.

The miscellaneous section has an increase of over 30 per cent on the three previous years, in spite of decreases in eleven items. Particularly heavy increases are shown in cordage and twine, cornsacks and woolpacks, glassware, motor vehicles, petrol, paper, stationery, tobacco and cigarettes. The unenumerated items also show heavy increase.

INTERESTING FLUCTUATIONS.

Following are the quantities of imports of several lines, the fluctuations in which are of interest:—

Iron—	1919.	1918.
Bar, bolt, rod. tons.	1,935	2,231
Corrugated sheet. cwt.	84,655	19,010
Barbed wire. tons.	1,182	750
Fencing wire. "	6,277	1,565
Pig and scrap. "	2,215	808
Pipes and fittings. "	5,883	2,808
Wire nails. cwt.	87,510	26,722
Fish, preserved. lb.	1,620,757	2,346,752
Rice. cwt.	26,606	96,115
Ale and stout. gal.	5,815	59,774
Whisky. "	183,325	565,105
Candles. lb.	574,002	523,209
Matches. gross.	43,017	274,440
Carbide of calcium. tons.	818	649
Motor vehicles. No.	3,615	1,961
Benzene, etc. gal.	6,588,387	5,407,028
Kerosene. "	2,167,865	2,385,290
Linseed oil. "	125,326	249,681
Turpentine. "	67,439	76,822
Leather. lb.	364,875	402,374
Printing paper. cwt.	142,646	174,660
Pianos. No.	529	825
Tobacco. lb.	2,200,022	1,442,780
Cigarettes. "	720,861	493,011

TRADE MARKS REGISTRATION IN BRAZIL.

A correspondent of the *London Chamber of Commerce Journal* writing from Brazil, says:—

What continues to occur in connection with the infringement of trade marks registered in Brazil is becoming almost intolerable. Cases of duplication and deliberate infringement seem to occur almost daily and are giving rise to much local comment and criticism. The representations which have from time to time been made to the Government, urging a revision of the system of trade marks registration have, unfortunately, been of no avail up to the present, and although it is hoped that the Federal authorities will not now delay in satisfying the petitions of the commercial community through their respective organs, there are no immediate signs of legislative action being taken.

The whole trouble would seem to lie in the fact that, instead of the registration of trade marks being confined to one department only, viz., the Ministry of Commerce and Industry, or the Board of Trade in Rio de Janeiro, and for that department to be the only official registration centre for the entire Republic, the present system permits each local Board of Trade (*Junto de Commercio*) in each of the twenty States composing the Brazilian confederation to accept and register trade marks covering their respective districts only. The result is that cases continually occur where the proprietor of a given article, after registering his trade mark in one state, finds, later, that in an adjoining state or other district of Brazil some one has forestalled him by registering his trade mark there, and that he is consequently unable to use his mark in that district. In order to prevent infringement, therefore, under the present unsatisfactory system it is obviously necessary for a manufacturer simultaneously to register his trade mark in each of the twenty states, which is a most expensive affair. Likewise, if a trade mark is registered in Rio, it is not impossible to find subsequently that the same mark was previously registered by some unscrupulous person in one of the states and cannot be used there.

The writer understands that energetic steps are again being taken to influence the proper authorities to decree that only one registration shall be valid in Brazil, and that is the one made in the Federal capital, and that registrations applied

for in the different states shall not have effect until the application has been received, approved, and inscribed in the registers to be kept in Rio de Janeiro and covering the entire Republic.

Meanwhile, English firms are earnestly warned against infringements which are now possible in this country and are recommended to file particulars of their registered trade marks with the British Chamber of Commerce of Sao Paulo, where a sharp lookout is kept for infringements of British marks.

DEMAND FOR SOLID RUBBER VEHICLE TIRES AND RUBBER GOLOSHES IN ROUMANIA.

His Majesty's Commercial Secretary at Bucharest (Mr. A. A. Adams), reports that there is an active demand in Roumania for solid rubber vehicle tires and rubber goloshes. The pre-war trade in rubber carriage tires in Roumania was about equally divided between the United Kingdom and Germany, but Mr. Adams is of the opinion that there is no reason why this state of affairs should continue as there are firms in Roumania only too anxious to get hold of these goods if British manufacturers are in a position to supply. He also considers that a footing secured now in this market means a privileged position in the trade in the future. As regards rubber goloshes, United Kingdom manufacturers do not appear to manufacture to any extent the styles required in Roumania. There is a unique opportunity for British traders to enter the Roumanian market upon very favourable conditions. It would appear that the main factor is the supply of the goods and price is subsidiary to this consideration, although if too high it will necessarily limit the volume of trade to be done. The annual trade in goloshes should normally be about £100,000.

THE WORK OF THE WAR TRADE BOARD OF CANADA.

The following statement regarding the work of the War Trade Board of Canada has been received from Mr. J. H. Wilkie, the secretary:—

Ottawa.—Now that the time has come for the dissolution of the War Trade Board of Canada, the winding-up of its affairs discloses the fact that in supervising, controlling and aiding Canadian industrial effort from the time of its appointment in February, 1918, the Board was able to do service of international importance and magnitude at a profit to the country. The Dominion Government advanced \$150,000 to the board to enable it to carry on, but its balance sheet shows the expenditures for all purposes to have been little more than \$144,000, and its receipts to be more than \$260,000. Already the board has paid back to the Dominion Government \$220,000, and the remaining \$40,000 will go back soon.

The Canadian War Trade Board was born of a crisis. Until the United States entered the war Canada had been able to obtain raw materials and half-finished products necessary in the munitions industry without difficulty from her southern neighbour. Afterwards the situation changed by reason of the fact that the United States immediately began to conserve every raw material and product which could be used in the war. To present her case effectively Canada had to organize on national lines. The two countries were interdependent, American industries needing nickel matte, asbestos, pulp and power from Canada, and Canadian requiring pig-iron, iron ore, steel sheets, coal, cotton, etc., from the United States. By both countries appointing a War Trade Board composed of outstanding business men in both countries, and by means of a Canadian War Mission established in Washington, the two countries were able to present one industrial front to the enemy and still preserve the national interests intact.

Drastic elimination of non-essentials had to be the first order of the day so that the railroads of the continent and the shipping of the world would be able to devote

all their power and space to carrying necessities and to keeping the Allied war effort up to one hundred per cent. The Canadian Board had to see that no company imported any material when stocks in Canada could be utilized for its needs. This was not only to fulfil its obligations to the United States War Trade Board but to keep down imports to the lowest possible figure so that Canada's trade balance with respect to the United States should be as little adverse as possible. For the same reason a number of imports were placed on the restricted list.

Every day from all over Canada there came anxious men and constant streams of letters and telegrams informing the board as to stocks of raw materials on hand, and explaining the needs. The War Trade Board's duty was to see that the materials were forthcoming, if possible, and to take whatever measures were necessary to secure essential raw materials whether from Canada or the United States or elsewhere. In following out its duties it had to purchase and distribute tin plate in Canada, it had to negotiate for the reopening of dormant blast furnaces and the construction of new undertakings for the production of pig-iron in Canada as well as getting the huge supplies required from the United States. It had to control the sale, purchase and use of platinum. It had to finance the purchase and allotment through the Wool Commission of 46,208 bales of Australian wool weighing 15,573,542 pounds and valued at ten and a half million dollars as well as five and a half million dollars worth of tops and noils from the United Kingdom. It was given power to pay bounties on the production of linen yarns in Canada. It was given control of production and distribution of iron and steel and their products in Canada, and it was empowered to take over and carry on the management of chrome ore producing properties for a period of five years. Besides this, the board had to be a clearing-house for industrial information to manufacturers, and it had to carry on its duties by means of constant communication with the various industries, either individually or through such bodies as the Imperial Munitions Board, the Canadian Wool Commission, the War Purchasing Commission, the Canadian Tanners' Council, the Canadian Pulp and Paper Association, and the Canadian Wool Growers' Association. But for the existence of such a body, there were many raw materials and products which Canadians could not have secured at all as the British, United States and Australian Governments would not have permitted their shipment but for assurances as to the use to which they would be put or of a substantial cash advance. The shortage of shipping made it necessary in some cases to secure a vessel to go to South America or some other country to get materials urgently needed in Canada, and only a Government body could have induced the Admiralty to permit it.

The securing of steel plates for Canadian shipbuilding industries was one of the board's most arduous and continuous tasks. Profiteering in steel plate and boiler tube stocks was sternly checked in the cases where complaints were well founded. Canadian steel companies were induced to make all the car plates necessary for the Government's car programme. The pyrites exports were increased to meet the needs of the sulphuric acid makers in the United States. Nitro-glycerine was conserved by restricting the content in commercial explosives. The commanding powers of the board were not often exercised, the possession of the powers being amply sufficient to obtain the ends for which it was created without going to the limit of its authority. Most of the money made by the board was in connection with its wool purchases. The money obtained for the tops and noils from the United Kingdom it sent to the British Treasury.

At the time of its appointment, the War Trade Board consisted of the chairman, Sir George E. Foster, Minister of Trade and Commerce—though he was replaced during a long vacation and when absent in Europe by the Hon. A. K. Maclean, the vice-chairman—Mr. F. P. Jones, and the following members: Mr. C. B. McNaught, Toronto; Mr. J. W. McConnell, Montreal; Mr. J. H. Gundy and Mr. Joseph Gibbons, Toronto; Sir Hormisdas Laporte, Montreal; and Mr. C. A. Magrath, Fuel Controller, Ottawa. The secretary was Mr. Wm. K. Trower, and the assistant secretary, Mr.

J. H. Wilkie. There was no change in the membership, though Mr. Wilkie later became secretary. With the signing of the armistice on November 11, it was no longer necessary to control exports except to enemy countries, Northern European neutrals and to parties on the statutory black list. On January 20, 1919, all restrictions were removed, but on March 1 they were reimposed as far as neutral countries were concerned in order to co-ordinate Canadian export policy with that of Great Britain and the United States. With the proclamation of peace imminent the board will be laid away in an honoured grave, while its personnel is relieved to go back to business interests neglected at the country's call or to further service on the Canadian Trade Commission.

THE CEMENT INDUSTRY OF CHINA.

TRADE COMMISSIONER J. W. ROSS.

Shanghai, November 1, 1919.—Inquiries received at this office from Canadian manufacturers as to the possibilities of developing trade in Far Eastern countries in Canadian cement, are fully answered in the following report.

The cement industry of China has reached to such importance that the output is sufficient to supply all the present needs of this country as well as a portion of the adjoining markets, at a price against which the imported article is not able to compete. Portland cement is manufactured in North China, also in Hupeh province, in the vicinity of Hankow, on the Yangtze river, and at Green Island, near Hong Kong, in the south. In a report upon the subject made by the American Consul General at Tientsin, the operation of the North China works are set forth. The Chee Hsin Cement Company—a purely Chinese concern—was established in 1906 and have their works at the important industrial and mining town of Tongshan, on the Tientsin-Mukden railway, about 100 miles northeast of Tientsin. It is equipped with modern machinery and obtains its supply of limestone from sources in close proximity to the works. The product consists of grey Portland cement only. Large rotary kilns are in use and cement is produced by both the wet and dry processes. The normal capacity of the works of this company is about 600,000 barrels of cement per annum, but the sale in 1918 amounted to 800,000 barrels.

Chee Hsin cement is the most popular brand on the Shanghai market at the present time; it is of fairly standard quality and the price is considerably lower than some of the other brands.

GREEN ISLAND CEMENT.

The works of this company are situated on Green Island, in the vicinity of Hong Kong. This has for many years been the chief cement manufacturing concern in the Far East, and until recently its product controlled the markets of South China and the Philippines, but at present, owing to a number of causes, the company has not been able to work to its full capacity nor to produce cement at a price that can compete with the product of North China in the Shanghai and Philippine markets. The high price of coal is one of the chief factors in the lessened output of the works and the higher cost; high silver exchange and increased freight rates have also had a bad effect in the operations of the works during the past year.

There is also in South China a small cement works maintained by the Canton Government at Tai-Sha-Tan. This is not a large plant, its capacity being about 500 barrels per day. Portland cement is also manufactured in Hupeh province, near Hankow, on the Yangtze river. The works at this place are controlled by the Chee Hsin Cement Company, of North China. The output amounts to about 200,000 barrels per annum, and is known as the Pagoda brand. Portland cement is also imported into China from Haiphong, in French Indo-China, and from Japan. From commercial returns we learn that there are in Japan twenty companies manufacturing cement;

the total output, which in 1917 amounted to 5,400,000 barrels, was valued at \$15,570,000 C.C. The product of the Chinese factories consists entirely of grey Portland cement; it is put up in barrels of 375 pounds net and in bags of 250 pounds net. The present Shanghai quotations for the different brands of cement figured on the day's high rate of exchange is as follows:—

Green Island cement..	per barrel.	\$5 75 C.C.
Chee Hsin cement..	"	4 60 "
Haiphong cement..	"	3 75 "

Japanese cement is not quoted, as the quantity coming in is inconsiderable.

GOODS URGENTLY REQUIRED IN HUNGARY.

The Canadian High Commissioner in London has received a communication from Captain Thomas Domaille, a Canadian serving in the office of the Hungarian Food Controller at Budapest, enclosing copies of an official circular prepared by the Hungarian Commercial Museum, giving particulars regarding the classes of goods urgently needed in Hungary. However, the Hungarians are not in a position to pay cash for what they require, the rate of exchange being very much against them. Hungarian currency has dwindled to 10 per cent or over 8 per cent of its pre-war value. They suggest the possibility of barter, offering cereals, potatoes, onions, wine, red pepper, timber, and a variety of woodenware. As large quantities of all these articles are produced in Canada, the prospects for barter are not very encouraging. Another suggestion made in the official circular is to the effect that, in order to pay for imports, mortgages might be effected on various classes of securities, these including bank shares, industrial undertakings and real estate.

Following is an extract from the circular describing the articles which are most in demand:—

After the fearful ravages caused by the war, better hygienic conditions are of the utmost importance and as the chemists' shops are nearly denuded of their old stocks, imports of drugs and pharmaceutical preparations of all kinds are urgently needed. Further delay in such importation would be fraught with grave consequences to public health. It may be mentioned that public health was cared for in Hungary by 2,610 clerks, 6,192 surgeons, 15,171 midwives, 2,659 pharmaceutical chemists, and 461 public hospitals, etc.

Foods of all kinds are certainly needed, but owing to the country producing itself nearly all the foods which it requires and was able to provide the population until the armistice, importers are anxious to obtain first tropical products which the country could not import during the war such as coffee, tea, rice, cocoa, cotton oil, etc.

Hides, skins and leather were in 1913, imported to a value of 140 millions (mostly leather), and exported (mostly raw material) for 41 millions. The actual prices of hides, skins and leather of all kinds, as also the need of tanning materials, will raise the imports of that class to nearly 1,000 million crowns.

Shoes and boots are, especially for the next winter, objects of first necessity and can be obtained now for 300 to 600 crowns each only.

Furs are equally needed. Great Budapest firms imported furs for about 40 million crowns yearly and dispose to-day of no raw materials. They could furnish in exchange great stocks of sheep skins.

Paper and stationery is urgently needed. For the past three months the daily papers have not appeared or appear printed on yellow paper only, as the paper mills, which furnished even in peace time only one-third of the quantities required, cannot operate. In the last peace years Hungary imported printing paper and stationery valued at 37 million crowns, although the raw materials, pulp and cellulose, were made here in abundant quantities, so that Hungary could export material valued at 8 million crowns in 1912 and 9 millions in 1913.

Engines were imported in 1912 valued at 146 million crowns. Hungarian engine builders furnished in 1906 engines of the value of 196 millions. During the war these

manufacturers booked very big orders from the War Office and the war industries. In the last years of war they had no stocks of metals, and are now denuded of materials and implements, so that all engines and engine tools required in the industry will have to be imported from abroad. The electro-technical plants have raised their production from 1898 to 1906 by 99 per cent, and have since 1906 made further great progress. They sold in foreign markets 35 per cent of their production, especially dynamos, electric motors, telephonic apparatus, and incandescent lamps. But as the war has exhausted the stocks of materials for such plants, the electric plants established in all towns and boroughs of the country will have to import from abroad the materials and implements required for electric lighting and traction.

Textile goods have been before the war and will remain after the conclusion of peace the most important items of Hungary's foreign trade. The import amounted to 513.8 million crowns in 1911 to 503.909 million crowns in 1912 and in 1914—a year of very low prices—to 438.76 million crowns. The following give details:—

	1911.	1914.
	Thousands of Crowns.	
Cotton goods..	263.712	226.880
Linen, hemp and jute goods..	39.880	37.637
Woollens..	167.764	135.144
Silk goods..	52.470	39.106
Readymade clothes..	120.221	93.237

On the other hand, Hungary exported hemp for 14 millions in 1914 and for 18 millions in 1913, linen, hemp, and jute tissues for 11.65 million in 1914, and for 13.5 millions in 1913, and considerable quantities of cottons and woollens. But during the four war years the manufacturers could get no cotton, linen, or jute from abroad and were permitted to work only for the army, so that the stores of traders in textile goods were entirely emptied. New clothes can be obtained only at a price of over 2,000 crowns—and a shirt at 300 crowns—prices which rich men only can afford. It is obvious that in such circumstances Hungary now offers the best market for textile goods of every description.

The Hungarian Commercial Museum, a government institution similar to the Oversea Department of the British Board of Trade and in existence for thirty years, is quite prepared to supply reliable details to interested parties about every article and every commodity to be purchased in or sold to Hungary.

The facts and figures here published, however, make it clear that Hungary is in want of almost every kind of finished goods.

IMPORT RESTRICTIONS IN ITALY: APPLICATION TO CANADIAN AND AUSTRALIAN GOODS.

The import restriction regime applicable to goods of United Kingdom origin or manufacture imported from the United Kingdom into Italy, under which Italian import licenses are required for only a limited number of commodities (see *Weekly Bulletin* No. 817, page 630, and No. 818, page 675), is, it is understood, similarly applicable to imports of Canadian goods into Italy from Canada; and the Italian Government has recently consented to extend the same favourable regime to merchandise of Australian origin coming from Australia into Italy.

TRADE MARK REGISTRATION IN BRAZIL.

(*British Board of Trade Journal.*)

H.M. Acting Consul General at Rio de Janeiro states that the local authority charged with the registration of trade marks, the Junta Commercial of Rio de Janeiro, have decided that, in view of the cessation of difficulties in regard to postal communication, foreign marks may no longer be admitted to registration without the production of an official certificate of registration in the country of origin. This appears to be a reversion to pre-war practice.

NEW IMPORT RESTRICTIONS IN AUSTRALIA.

(British Board of Trade Journal.)

The High Commissioner for Australia has received advice from the Prime Minister to the effect that a proclamation, dated November 1, 1919, has been issued prohibiting the importation of the undermentioned goods except by license. The conditions upon which the Minister of Trade and Customs will issue a license will be published later.

Absolute alcohol.
 Amylic alcohol.
 Collodion.
 Sulphuric ether.
 Anæsthetic ethers.
 Ethyl acetate.
 Cocoa and chocolate, potable.
 Rennet.
 Muntz or yellow metal, nickel silver, German silver, and Britannia metal sheets.
 Bronze and gunmetal bars, rods and ingots.
 Gilding metal sheets.
 Antimony, star antimonial and lead compounds, viz., type and linotype metal, antifriction, and plastic metals.
 Brass, viz., angles and tees, bars and rods, pipes and tubes, plate sheet and strip.
 Copper, viz., angles and tees, bars and rods, pipes and tubes, plate sheet and strip, wire.
 Phosphor copper—bars, rods, and ingots.
 Zinc and spelter—bar and ingot.
 Railway and tramway materials, viz., rails, fishplates and fishbolts, tie plates and rods, switches, points, crossings, and intersections.
 Beams, channels, girders and joists rolled iron or steel.
 Manganese or chrome steel parts for grinding, crushing or pulverizing machinery.
 Accumulators or storage batteries.
 Wire, electrical cotton-covered.
 Tubes, collapsible.
 Iron and steel pig-iron, ingots, blooms, billets, bar, rod, angle, tee, high-speed tool steel bars, rods and ingots.
 Oils, coal-tar, viz., benzol, naphtha (solvent), naphtha (heavy).
 Paints and colours, viz.:
 Dry white lead.
 Kalsomine water paints and distempers in powder form.
 White lead in oil.
 Paint ground in liquid in packages weighing over 14 pounds.
 Plaster of Paris.
 Carbolic acids.
 Cresylic acid.
 Crude creosote and crude tar oils.
 Naphthaline, crude.
 Naphthaline, n.e.i.
 Arsenate of calcium.
 Arsenate of lead.
 Arsenite of soda.
 Arsenite of zinc.
 Carbolic disinfectants.
 Sodium hyposulphite.
 Arsenic.
 Arsenate of soda.
 Arsenic sulphide.
 Ethyl chloride.
 Sodium sulphate (glaubers salts).
 Bacteriological products and sera.
 Veneers—three-ply.
 Strawboard.
 Frames for side-cars in sets.
 Wheels, steel and steel-rimmed (including tires), for use on railways and tramways.
 Axles and other parts for such wheels.
 Panels and mudguards for motor cars.
 Hosiery yarns.

The Board of Trade understand from a cable they have received from their Senior Trade Commissioner in Australia that goods in the course of shipment or on *bona fide* order, except those previously specially prohibited, will not be refused entry.

AUSTRALIAN TRADE MARKS BILL.

(*British Board of Trade Journal.*)

A Trade Marks Amendment Bill has been introduced into the Commonwealth Parliament, to deal principally with three subjects, the first of which is to prevent the use of such words as "Anzac," "Aussie," and other words as trade marks. Power is given to the Governor General to proclaim any prohibited word or mark, and, further, to declare that the word prohibited shall not be used as a trade mark or part of a trade mark either at all or after a date to be specified in the proclamation. This applies to such cases as the Geneva Red Cross, the use of which as a trade mark was prohibited some years ago by international agreement, which has now been carried out universally.

The second object is to prevent injury to trade by any person who claims to own a trade mark threatening any other person with legal proceedings or liability for infringement, unless the person making the threat commences and prosecutes an action for infringement of his trade mark with due diligence.

The third object is to remedy an error made in 1912 in amending a section of the original Trade Marks Act of 1905. By a slip in drafting it was left within the power of a State to give authority for the use of the arms of the Commonwealth in connection with a trade, business, calling or profession. To remedy this it has been necessary to repeal the section and re-enact it in two subsections—one of which confines this power to the Government of the Commonwealth or some department of it, the King, or some member of the Royal Family, or the Governor General.

The original Act gives the registrar power to refuse to register any word prohibited by the Governor General by proclamation.

FUR PRICES IN GREAT BRITAIN.

The utilization for women's wear of fur skins of a class usually employed by manufacturers of hatter's felt is apparently to be one of the developments of the present season. In discussing this phase of the British fur trade the *Manchester Guardian* of October 2 said:—

A sensation has been created in the fur trade by the great rise in prices of all classes of fur, ranging from 50 to 100 per cent at a jump. A week ago fur used for making hats was listed at 21s. (\$5.11); now it is over 30s. (\$7.30) a pound, and very little can be obtained at that price. A prominent hatter's furrier reports that he spent a most harassing and disastrous week at the recent London sales. New Zealand skins, which at one time were 7d. (\$0.14) a pound and at the last sales 16s. 8d. (\$4.05), are now quoted at £2 10s. (\$12.17) per dozen skins.

Hatters' fur has risen 50 to 100 per cent, with no hope of a decline. Even at that price the furriers who cut the skins and prepare them for the hatworks were unable to get any, the dressers who prepare the skins for women's wear being the largest buyers at exorbitant prices. The skins will be dressed and made into women's muffs, scarfs, and coats at a price which, though they are imitation furs, will be far above anything yet seen. South American skunk was £2 10s. per skin, and it takes six to make a muff. The price of hats of every kind will automatically go up, as manufacturers cannot stand a 50 per cent increase in the price of the fur required; this price has reached the highest figure in the history of the fur trade in Great Britain.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending November 21, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	150,817	67,965	83,356	.....	42,329	344,467
Empire Elevator Co.	175,670	151,933	106,778	15,662	9,415	459,458
Consolidated Elevator Co.	497,191	118,334	48,605	28,989	18,516	711,635
Ogilvie Flour Mills Co.	356,272	127,060	86,399	.....	24,139	593,870
Western Terminal Elevator Co.	198,511	92,778	23,101	21,897	7,113	343,400
G. T. Pacific.	359,905	263,286	27,829	24,741	19,377	695,138
Grain Growers' Grain Co.	238,267	327,635	138,863	.....	35,364	740,129
Fort William Elevator Co.	158,539	342,885	36,861	5,845	14,948	559,078
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	302,792	33,136	14,406	43	4,659	355,036
Port Arthur—						
Port Arthur Elevator Co.	566,391	280,066	148,081	85	40,302	1,034,925
Sask. Co-op. Elev. Co.	636,368	265,921	43,641	22,792	8,528	977,250
Can. Govt. Elev.	129,396	72,999	15,356	53,666	5,371	276,788
Thunder Bay.	265,166	352,633	78,947	8,435	7,520	712,101
Davidson & Smith.	138,245	101,654	18,468	.....	6,979	265,346
Eastern-Richardson.	313,180	183,970	37,830	4,808	18,100	557,888
Grain afloat—						
Vancouver Can. Govt. Elevator.	2,649	23,136	2,748	.....	.....	28,533
Total public terminal elevators.	4,489,359	2,804,791	911,269	186,963	262,660	8,655,042
Saskatoon Can. Government Elevator..	440,723	410,917	1,538	.....	.....	853,178
Moosejaw Can. Government Elevator..	350,479	177,088	6,056	3,479	13,849 1,270	542,221
Calgary Can. Government Elevator....	1,326,787	238,307	11,654	182	5,518	1,582,448
North Transcona, C.P.R.						-
Total interior terminal elevators	2,117,989	826,312	19,248	3,661	10,637	2,977,847
Depot Harbour.			None in store.			
Midland—						
Aberdeen Elevator Co.	247,159	450,613	156,093	.....	.....	853,865
Midland Elevator Co.			Not reported.			
Tiffin, G. T. P.	1,033,492	.....	.....			1,033,492
Port McNicoll.	3,098,199	604,202	68,109			3,770,510
Collingwood.						-
Goderich—						
Elevator & Transit Co.	122,387	144,104	.....			266,491
Western Canada Flour Mills Co., Ltd.	463,868	.....	.....			463,868
Toronto—						
Campbell Flour Mills Co.	103,026	18,454	.....			121,480
Kingston—						
Montreal Transportation Co.			None in store.			-
Commercial Elevator Co.						-
Port Colborne Dom. Govt. Elevator....						-
" Maple Leaf Milling Co., Ltd.	799,023	.....	.....			799,023
Prescott.						-
Montreal—						
Harbour Commissioners Nos. 1 and 2.	3,691,076	553,461	132,935	.....	33,925	4,411,397
Montreal Warehousing Co.	1,233,490	44,849	10,622	.....	.....	1,288,961
Ogilvie Flour Mills Co.	760,128	29	.....			760,157
Quebec Harbour Commissioners.	178,522	57,562	.....			236,084
West St. John, N.B., C.P.R.	787,520	39,807	1,491	.....	.....	828,820
St. John, N.B., Can. Nat. Rys.						-
Halifax, N.S., Can. Nat. Rys.	360,993	.....	41,082	.....	.....	402,075
Total public elevators.	12,878,885	1,913,081	410,332	.....	33,925	15,236,223
Total quantity in store.	19,486,233	5,544,184	1,340,849	190,624	307,222	26,869,112

+ Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended November 21, 1919.

Grades.	Account Imperial Government.	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		9,002	78,091		87,093
No. 1 Northern		939,253	1,216,005	5,136,302	7,291,560
No. 2 "		823,924	340,419	2,856,839	4,021,182
No. 3 "		605,231	127,490	2,633,558	3,366,279
No. 4 Wheat		165,612	7,286	423,961	596,859
No. 4 Special				430,448	430,448
No. 5 Wheat		66,834	803	21,661	89,298
No. 6 "		23,271	1,193	14,170	38,634
Other		1,856,232	346,702	1,361,946	3,564,880
Totals		4,489,359	2,117,989	12,878,885	19,486,233
Oats—					
No. 1, C.W.		109			109
No. 2, "		716,856	196,943	404,245	1,318,044
No. 3, "		590,313	92,400	720,854	1,403,567
Ex. No. 1 Feed		45,432	162,993	23,910	232,335
No. 1 Feed		174,281	140,442	50,062	364,785
No. 2 "		405,993	70,810	169,135	645,938
Other		871,807	162,724	544,875	1,579,406
Totals		2,804,791	826,312	1,913,081	5,544,184
Barley—					
No. 3, extra C.W.		709			709
No. 3, C.W.		305,419	3,003	277,139	585,561
No. 4 "		328,628	7,983	122,037	458,648
Feed		101,799	3,007	177	104,983
Rejected		32,544	1,939	10,979	45,462
Other		142,170	3,316		145,486
Totals		911,269	19,248	410,332	1,340,849
Flax—					
No. 1, Northwestern Canada		161,910	818		162,728
No. 2, C.W.		15,397	2,700		18,097
No. 3, "		3,952	4		3,956
Rejected			3		3
Other		5,704	136		5,840
Totals		186,963	3,661		190,624
Rye—					
No. 1, C.W.		1,051			1,051
No. 2, "		171,723			171,723
No Grade		17,755			17,755
Rejected		32,822			32,822
Other		39,309	6,788	33,925	80,022
Totals		262,660	6,788	33,925	303,373
Corn			3,849		3,849
Total quantity in store.		8,655,042	2,977,847	15,236,223	26,869,112

Wheat and other Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East, on November 21, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>November 21, 1919.</i>			
Public Terminal Elevators.....	4,489,359	4,165,683	8,655,042
Interior Terminals.....	2,117,989	859,858	2,977,847
Public Elevators in the East.....	12,878,885	2,357,338	15,236,223
Total.....	19,486,233	7,382,879	26,869,112
<i>November 22, 1918.</i>			
Public Terminal Elevators.....	11,903,833	4,353,590	16,297,423
Interior Terminals.....	2,772,750	1,034,331	3,807,081
Public Elevators in the East.....	11,189,367	1,144,944	12,334,311
Total.....	25,865,950	6,572,865	32,438,815
<i>November 23, 1917.</i>			
Public Terminal Elevators.....	8,318,016	5,845,153	14,163,169
Interior Terminals.....	119,905	720,224	840,129
Public Elevators in the East.....	11,296,943	2,080,236	13,377,239
Total.....	19,734,864	8,645,673	28,380,537
<i>November 24, 1916.</i>			
Public Terminal Elevators.....	14,172,716	7,731,852	21,904,568
Interior Terminals.....	527,469	129,466	656,935
Public Elevators in the East.....	6,290,923	10,226,749	16,517,672
Total.....	20,991,108	18,088,067	39,079,175
<i>November 26, 1915.</i>			
Public Terminal Elevators.....	18,373,530	5,560,271	23,933,801
Interior Terminals.....	395,707	63,558	459,265
Public Elevators in the East.....	5,278,794	4,126,662	9,405,456
Total.....	24,048,031	9,750,491	33,798,522
<i>November 26, 1914.</i>			
Public Terminal Elevators.....	5,390,285	2,484,855	7,875,140
Interior Terminals.....	761,786	309,346	1,071,132
Public Elevators in the East.....	7,717,330	3,185,013	10,902,343
Total.....	13,869,401	5,979,214	19,848,615

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended November 21, 1919.

PUBLIC TERMINAL ELEVATORS.

—	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Receipts. Rail....	2,650,169	963,289	373,007	62,527	49,113	.....	4,098,105
Shipments—							
Lake	2,228,277	1,132,674	372,195	27,009	146,517	.....	3,906,672
Rail	139,551	56,067	39,613	10,933	12,453	.....	258,617

INTERIOR TERMINAL ELEVATORS.

Receipts. Rail....	178,840	135,131	3,783	928	1,329	.....	320,611
Shipments—							
Rail	56,620	72,168	1,306	.....	1,428	.....	131,522

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts. Lake...	2,305,355	946,886	333,851	.....	.....	.....	3,586,092
Shipments—							
Rail	2,837,119	212,895	189,479	.....	.....	.....	3,239,493

LOWER LAKE PORTS.

Receipts. { Vessel.	1,085,841	.....	.....	.....	.....	.....	1,085,841
{ Rail...	11,386	1,798	.....	.....	.....	.....	13,684
Shipments—							
Vessel.....	737,574	.....	.....	.....	.....	.....	737,574
Rail.....	208,004	18,858	.....	.....	.....	.....	226,862

ST. LAWRENCE PORTS.

Receipts. { Vessel.	385,792	.....	.....	.....	.....	.....	385,792
{ Rail...	1,231,441	84,463	87,366	.....	.....	.....	1,403,270
Shipments—							
Vessel.....	1,426,997	156,763	337,431	.....	19,563	.....	1,940,754
Rail.....	150,002	64,539	4,442	.....	571	.....	219,554

SEABOARD PORTS.

Receipts. Rail....	437,132	9,532	17,532	.....	.....	.....	464,196
Shipments—							
Vessel.....	559,315	.....	.....	.....	.....	.....	559,315

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts ... { Lake....	2,776,988	946,886	333,851	.....	.....	.....	4,057,725
{ Rail.....	1,680,459	95,793	104,898	.....	.....	.....	1,881,150
Shipments—							
Lake	2,723,886	156,763	337,431	.....	19,563	.....	3,237,643
Rail	3,195,125	296,292	193,921	.....	571	.....	3,685,909

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ended November 21, 1919.**

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Harbour Commissioners Nos. 1 and 2.....					1,894	1,894
				242,849	1,894	244,743

NEW INCORPORATIONS.

Dominion.

National Steel Car Corporation, Limited. Incorporators: James Steller Lovell, accountant; William Bain, book-keeper; Robert Gowans, John Henry and Ernest Harold Stewart, solicitors' clerks; George Grant Paulin and Gordon Ranald Munnoch, solicitors—all of Toronto. Capital shall be divided into 100,000 shares, without nominal or par value, provided that the company shall carry on business with a capital of \$500,000. Chief place of business, Toronto.

Windsor Petroleum and Refining Company, Limited. Incorporators: Thomas Barnard Gould, book-keeper; Laura May Smith, Ella Mary Jackson, Hanna Grace McKeil, stenographers; and Lily Copping, clerk—all of Montreal. Capital \$700,000, divided into 7,000 shares of \$100 each. Chief place of business, Montreal.

Benson and Hedges (Canada), Limited. Incorporators: Benjamin Robinson, advocate; George Whittaker and Duncan Alexander McNieve, accountants; Alec Phelps Gregg and Clarence Francis McCaffrey, students-at-law—all of Montreal. Capital \$5,000,000, divided into 50,000 shares of \$100 each. Chief place of business, Montreal.

Firestone Tire and Rubber Company of Canada, Limited. Incorporators: Edward Herbet Ambrose, Henry Arnold Burbidge, John Roy Marshall and Arthur Burgess Turner, barristers-at-law; William Hazell, student-at-law, and George Alexander Young and Alan Stanley Bruce Lucas, clerks—all of Hamilton. Capital \$5,000,000, divided into 50,000 shares of \$100 each. Chief place of business, Hamilton.

John B. Ciceri and Sons, Limited. Incorporators: John Baptist Ciceri, the elder; Paul Louis Ciceri and John Baptist Ciceri, the younger, merchants; Cesira Ciceri, May Ciceri and Alice Ciceri, married women—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

La Compagnie de Glacieres C. P. Fabien, Limited. Incorporators: Jean Marie Fraser, accountant; Joseph Lavoie and Joseph Norbert Chabot, managers; Maurice Allaire, contractor; and Joseph Etienne Joubert, chemist—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Elliot Machinery Company, Limited. Incorporators: Wilson Saunders Morden, manufacturer; Ernest William McNeill, secretary; Carroll Dana Dyke, real estate broker; Willa Evelyn Eckhardt, clerk; Marjorie MacInnes and Gladys Muriel Bell, stenographers—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Belleville.

Baldwins Canadian Steel Corporation, Limited. Incorporators: James Steller Lovell, accountant; William Bain, book-keeper; Robert Gowans, John Henry and Ernest Harold Stewart, solicitors' clerks—all of Toronto. The capital stock shall consist of 100,000 shares of no nominal or par value, provided that the company shall carry on its business with a capital of \$500,000. Chief place of business, Toronto.

Dominion Narrow Fabrics, Limited. Incorporators: Allan Vernon Young and James Vernon Young, manufacturers; William Armstrong, superintendent; Walter Price Lindsay, accountant; and Douglas Lindsey, married woman—all of Hamilton. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Richmond, Quebec.

British Columbia.

Dominion Medicines, Limited. Capital \$150,000. Registered office, Vancouver.

Gilroy-McKay Lumber Company. Capital \$100,000. Registered office, Port Alberni.

Marsh-Bourne Construction Company. Capital \$250,000. Registered office, Vancouver.

Ontario.

James A. Cook & Sons, Limited. Incorporators: William Alfred James Case, solicitor; Morley Smith, barrister-at-law; James Broadbent Taylor, accountant; and Thomas Delany and George Meredith Huycke, students-at-law—all of Toronto. Capital \$60,000, divided into 600 shares of \$100 each. Head office, Toronto.

The Golden Summit Mining Company, Limited. Incorporators: John Thomas Kerr, of Detroit, miner; and John Gordon Phillips, physician; Henry Barron and Frederick Charles Wixson, office clerks; and Anna Lina Van Norman, stenographer—all of Toronto. Capital \$2,500,000, divided into 2,500,000 shares of \$1 each. Head office, Toronto.

The Counter Costume Company, Limited. Incorporators: Clifford Shaw Hargrave, Alfred William Hargrave and Joseph Wilfred Counter, Esquires; Marion Maude Hargrave, and Emily Counter, married women; and Annie Louise Counter, spinster—all of Toronto. Capital \$150,000, divided into 3,000 shares of \$50 each. Head office, Toronto.

R. W. F. Mines, Limited. Incorporators: James Cowan, Annie Edna Heron, and Charles Brookfield Henderson, barristers-at-law; Albert Victor Waters, student-at-law; and Veronica Schillinger, stenographer—all of Toronto. Capital \$1,000,000, divided into 100,000 shares of \$10 each. Head office, Toronto.

Crescent Motors, Limited. Incorporators: Frank Breadon Common, advocate; Francis George Bush and Herbert William Jackson, book-keepers; George Robert Brennan and William Patrick Creagh, stenographers—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

The Emerson Canadian Company, Limited. Incorporators: James White Bicknell, barrister-at-law; Arthur Loydell Clements, secretary; William Alfred Marshall and Arnold Sutcliffe, branch managers; and Thomas Stewart Hagan Giles, accountant—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Toronto.

The Delmas Farm Company, Limited. Incorporators: Joseph Morin, Berlin, New Hampshire, U.S.A., merchant; Alfred Gagnon, manager of the Electric Company of Thetford Mines; and Louis Honore Huard, merchant—all of Thetford Mines; Philippe Poudrier, of Black Lake, contractor; and Gedeon Eloi Bégin, of Sherbrooke. Capital \$75,000, divided into 750 shares of \$100 each. Chief place of business, Thetford Mines, Que.

REGULATIONS UNDER THE DESTRUCTIVE INSECT AND PEST ACT.

The Department of Customs advises (Memorandum of Customs 2354-B), that nursery stock from the United States, subject to fumigation, may enter Canada through any customs port of entry, provided it is bonded on one of the Dominion fumigation stations for treatment.

Under the terms of section 4, Memo. 2101-B, the port by which it is intended that nursery stock subject to fumigation or inspection shall enter Canada shall be clearly stated on each car, box, bale, or other container which shall also bear a declaration as to the nature of the contents.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

3309. **Representation in Roumania.**—A Canadian experienced in banking has just returned from Roumania where he spent three months investigating trade conditions. He had unusual opportunities of becoming acquainted with leading business men and believes that there are great opportunities for the sale of Canadian goods in that country at the present time. He proposes to return to Roumania early in January, 1920, and wishes to arrange with a group of Canadian manufacturers to represent them there. He has sufficient capital to initiate his enterprise in a way creditable to the Canadian manufacturers whom he will represent.

3310. **Hardware, engineering products, metal goods.**—A London firm of export merchants are prepared to consider proposals from Canadian manufacturers of hardware, engineering products and metal goods of all kinds, including automobiles, seeking agents in the United Kingdom or on the continent; they are also prepared to act as buyers for raw materials required by Canadian manufacturers.

3311. **Woollen scarves, jumpers and sport coats.**—A London firm of manufacturers, merchants and exporters desire to get into touch with Canadian manufacturers of woollen scarves, ladies' jumpers and sport coats, for which they report a great demand in Great Britain.

3312. **Engineering goods.**—A Birmingham firm are desirous of securing sole agencies for the United Kingdom of Canadian manufacturers of goods saleable to the engineering trade.

3313. **Wooden houses.**—A firm in the Midlands (England) have an immediate market for two-story wooden houses, and ask to be placed in touch with Canadian manufacturers.

3314. **Men's braces, garters, etc.**—A London firm desire to purchase large quantities of men's braces, garters, etc., and ask for names of Canadian manufacturers.

3315. **Corn brooms.**—A London firm have a market in Italy for corn brooms and ask for names of Canadian manufacturers.

3316. **Agencies for confectionery.**—A Canadian ex-soldier who has just returned to England is anxious to secure agencies for the sale of confectionery of Canadian manufacture.

3317. **Flour for South Africa.**—A Johannesburg correspondent who is at present in London desires to get into touch with Canadian flour-milling companies able to quote for export to South Africa.

3318. **Agencies.**—A London firm having connections in Spain, Portugal, South America, Italy, Greece, Egypt, Turkey and the Balkans, are prepared to act as agents for Canadian manufacturers of telegraphic apparatus (all kinds of electric wires and

cables and accessories for electric lighting); belting (leather, rubber and hair); locks of all descriptions; cast-iron piping—with faucet and spigot—for drainage and water supply works; bolts and nuts, washers (with Whitworth thread and without); boiler rivets; gas and water tubes (wrought iron) and malleable fittings; iron and steel angles, round bars, etc.; black steel sheets and steel plates; tinplates, galvanized and corrugated sheets; tools, including anvils, vises, hammers, hoes, spades shovels, axes, etc., and all engineering and carpenters' tools. They can also handle codfish, and heavy and pharmaceutical chemicals.

3319. Wooden houses from Douglas fir.—An Irish firm ask for names of Canadian manufacturers of wooden houses made from Douglas fir lumber.

3320. Paper.—A firm in South of England desire to get into touch with Canadian manufacturers of paper.

3321. Condensed milk.—A company in Leeds, England, ask for the addresses of Canadian manufacturers and exporters of condensed milk.

3322. Purchasing agents wanted.—A London firm who buy regularly for the South African market, supplies saleable to wholesale chemists and druggists, are desirous of appointing purchasing agents in Canada.

3323. Last blocks.—A firm in Northampton desire to obtain supplies of last blocks from Canada.

3324. Last blocks.—A firm in Northampton, England, desire to obtain supplies of last blocks and would be prepared to go to Canada to interview makers.

3325. Canned salmon and fruits.—A London firm trading throughout the East wish to get into touch with Canadian packers of canned salmon, and also of canned fruits (pears, peaches, etc.), interested in the Indian, Egyptian, and similar markets.

3326. Agency in London.—An Englishman who has been in business in Canada for nearly twenty years is returning to London in a few months to take up residence and desires to represent Canadian manufacturers.

3327. Flax seed.—An importer in Londonderry, Ireland, is anxious to obtain connections in Canada for the supply of flax seed.

3328. A firm in Calcutta, Malabar Coast, India, desire to import manufactured articles from Canada such as stationery, cottons, woollens and silks, hosiery, linens, crockery, hardware, smallware, cutlery, perfumery, fancy goods, oilman stores, copper sheets, machinery, automobiles, typewriters, cycles and accessories.

3329. Flour.—A firm in Nicosia, Cyprus, desire to get into touch with Canadian exporters of flour who are desirous of opening up relations with Near Eastern countries.

* **3330.** An American manufacturing company considering the establishment of a branch in Canada, wish to ascertain whether they could obtain in Canada supplies of the following articles required as materials: Cold and hot-rolled steel, coiled steel of a varying width from one-half inch to one foot wide; grey iron and brass castings; steel of varying thickness for hangers; malleable iron castings; drawn brass parts made of sheet brass.

3331. Reconstruction necessities.—A firm at The Hague, Holland, would like to get in touch with Canadian concerns in a position to supply materials required for reconstruction in France.

3332. Hosiery.—An importer in Georgetown, Demerara, British Guiana, is interested in the purchase from Canada of ties, hats, perfumery, collars, and various other articles in the dry goods and hosiery lines. Correspondence invited, with samples, quotations and catalogs.

3333. Leather, skins and furs; wood-pulp.—An importer in Lyons, France, wishes to represent on a commission basis, Canadian firms supplying leather, skins and furs, also wood-pulps for the manufacture of paper. Correspondence should be in French.

3334. Alimentary products and timber.—A commission agent in Naples, Italy, desires to obtain exclusive agencies or to be buying and selling agents, working on commission, for Canadian firms in alimentary products and timber.

3335. **Waterproof overcoats.**—A society in Milan, Italy, are in the market for a large quantity of waterproof overcoats of fashionable styles for immediate delivery. Quotations for the supply of 500 or more, assorted shades, delivered c.i.f. Genoa or c.i.f. Antwerp. Full particulars to be sent as to packing, with illustrated catalogue.

3336. **Cotton yarn, linen thread, fishing-net machinery.**—A firm at Arenzano, Genoa, Italy, inquire for cotton yarn, linen thread, and fishing-net machinery.

3337. **Cotton textiles and yarn.**—A company at Bari, Italy, inquire for cotton textiles and cotton yarn.

3338. **Tinwares, sulphate of copper.**—A Catania, Italy, firm wish to import tinwares and sulphate of copper.

3339. An importer at Prato (Toscana), Italy, inquires for woollen rag, wool and cotton waste, yarns, cotton, technical articles, chemical products, dyes.

3340. **Furs.**—A Bologna, Italy, company would represent manufacturers of furs in general.

3341. **Textiles, etc.**—An agent at Catania, Italy, desires to secure representation for general textiles, ties, silks, underclothing, coating, mercery ware in general.

3342. A Genoa, Italy, agent wishes to secure representation for coals, metals, chemical products.

3343. A firm at Florence, Italy, desire to secure agencies for manufactures of steel and iron, optical and perfumery wares, jewellery.

3344. An agent at Florence, Italy, would take up agencies for cocoa, tea, etc.

3345. A firm at Parma, Italy, inquire for autocars, cycles, accessories, india-rubber, technical articles, photography, agricultural machinery, pianos, boots, etc.

3346. A Turin, Italy, firm inquire for belting (leather and cotton), asbestos, emery cloth, files, steel stamping utensils, industrial accessories.

3347. **Draperies, embroideries.**—An agent at Turin, Italy, wishes to secure representation in draperies, embroideries.

3348. **Wool.**—A representative in Turin, Italy, would like agency for wool (greasy wool, scoured, tops, dechets, etc.).

3349. Agents at Genoa, Italy, wish to secure representation for sulphate of copper.

3350. A firm at Trieste, Italy, desire to represent importers of ships' furnishings.

3351. An agent at Bologna, Italy, desire to represent manufacturers of files, steel, paper, fancy leather.

3352. **Oilseeds, dry fish, sulphate of copper.**—Ancona, Italy, agents inquire for oilseeds, dry fish, sulphate of copper.

3353. **Furnishings.**—A firm at Genoa, Italy, desire to secure agencies for industrial and ships' furnishings.

3354. **Oils, chemical products.**—A Genoa, Italy, agent desires to secure representation for oils, oleo, stearine, chemical products.

3355. **Technical articles.**—An agent at Turin, Italy, inquires for technical articles.

3356. An Ancona, Italy, firm desire to import drugs, foodstuffs.

3357. **Wool and silk.**—An agent at Turin, Italy, desires to represent wool and silk textile manufacturers.

3358. **Machinery, metals, dyes.**—An agent at Genoa, Italy, would represent importers of general machinery, metals, dyes.

3359. A Genoa, Italy, agent wishes to represent manufacturers of chemical products, technical industrial articles, textiles, yarns.

3360. A Genoa, Italy, agent desires to represent for metals, woodworking machinery, metalwork machinery, technical articles, electrical material, metal furnishings.

3361. An agent at Turin, Italy, wishes to secure representation for steels, technical articles, utensils.

3362. **Printing machinery.**—A Genoa, Italy, agent desires to represent importers of printing machinery.

3363. An agent at Como, Italy, would like to represent wool and cotton textiles, underclothing, waterproofs, boots, furs, perfumery, hosiery.

3364. **Leather, skins and greases.**—A firm at Bologna, Italy, is prepared to represent Canadian importers of leather, skins and greases.

3365. **Apples.**—A Christiania (Norway) firm ask to be placed in touch with exporters of apples with a view to business on a commission basis mainly. A strong preference is expressed for red varieties.

3366. **Apples.**—A Christiania (Norway) firm ask to be placed in touch with exporters of the above with a view to business on a commission basis.

3367. **Apples.**—A Christiania (Norway) firm ask for firm offers of boxed apples, if possible c.i.f. Christiania, a commission of 2 per cent included.

3368. **Baling wire.**—A Liverpool firm is in the market for baling wire, 9-foot lengths, 14 gauge, looped one end, in 50- to 100-ton lots.

3369. **Paper.**—A company in Belfast, Ireland, wish to get into touch with Canadian manufacturers and exporters of paper.

3370. **Butter, cheese, poultry and eggs, etc.**—A correspondent in Baden, Switzerland, asks for the addresses of Canadian shippers of butter and cheese, poultry and eggs, bacon and hams, frozen salmon, canned lobsters, meat extract, canned tongues, and other food products.

3371. **Tungsten.**—A London firm invite quotations from Canadian producers of tungsten.

3372. **Molybdenum and tungsten.**—A London company ask for the addresses of Canadian producers of molybdenum and tungsten.

3373. **Typewriters.**—A Canadian in business in London, England, desires to obtain supplies of typewriters from Canada.

3374. **Steel, cement, window glass, iron.**—A firm in Antwerp, Belgium, desire to secure representation in that country for Canadian exporters of steel and cement, window glass, iron.

3375. **Agencies in Siberia.**—A Canadian officer recently returned from Siberia desires to obtain for his firm, a reliable British concern, sole agencies for Canadian goods. This firm has agencies all over Russia, Siberia, and Manchuria. Samples and price lists, etc.

3376. A high-class English house in Rio de Janeiro desires to appoint in Canada a firm of commission merchants experienced if possible in the export trade, or an individual to act as their buying agent for the purchase of exclusively Canadian shelf hardware, cutlery, axes, shovels, galvanized-iron tubes and fittings, etc. All financing will be undertaken by this Rio de Janeiro firm.

3377. **Agency in Brazil.**—Above house will be glad to act in Brazil as resident agents for Canadian manufacturers of all classes of hardware mentioned in preceding trade inquiry.

3378. **Steamship agency in Brazil.**—Above-mentioned house will undertake the agency in Brazil of any steamship line between Canada and Brazil which may be in contemplation. Their experience in the shipping business is extensive.

3379. **Agency in Brazil.**—A young Canadian of business experience, good education and address, for many years resident in Brazil, who speaks the language, knows the country, and has good business connections, desires to act as resident agent in Brazil for some high-class Canadian manufacturers. Bank references.

3380. The representative of a firm established in New York desires to be placed in touch with reliable and first-class manufacturers of the following articles: Plain galvanized, barbed and black varnished wire, steel beams, angles, rounds, squares, etc., soda caustic and soda ash. Turpentine, acetic acid, and general hardware.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to estab-

lish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 R.S. Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S. Agencies.**—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25. **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30. **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31. **R.S.** Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32. **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America.

Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.** Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

34 **R.S.**—A Danish-Canadian, who served in the Canadian army in France for four years, would like to secure agencies for Canadian manufacturers desiring to export to Denmark, Sweden and Norway. He speaks English, Danish, Norwegian, Swedish, Russian and German. Spent six and a half years in Copenhagen before coming to Canada.

35 **R.S.**—A demobilized Canadian officer who is returning early in November to Dublin, Ireland, where he is in partnership with one of the leading manufacturers' agents, desires to obtain for his firm connections with Canadian manufacturers.

36 **R.S.**—Former officer in the C.E.F. who has an excellent pre-war connection with grocers, wine dealers, co-operative stores and druggists in London, England, and in Belgium, is desirous of acting as resident sales representative for detail work in districts named. Salary on commission basis. Fluent in languages, excellent references, and able to show results. Would introduce new lines or work up lines for a firm already represented by agents.

37 **R.S.**—Representation in India and Egypt.—A returned Canadian officer of the Indian Army Reserve, with four years' service in France, India, Egypt, and Palestine, would like to communicate with exporters wishing to sell goods in India and Egypt. He can speak Hindustani and has good knowledge of Indian customs and the business cities of India. Is also familiar with conditions in Egypt and Palestine.

39 **R.S.**—A Canadian officer, who during the war served with the Polish army, wishes to represent a number of Canadian firms in Poland. He has already been invited by Polish officials to establish business in Warsaw and would later be able to do business with Russia. He is well acquainted with Premier Paderewski.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From Montreal.

MONTREAL TO ST. JOHN'S, NEWFOUNDLAND.

Canadian Sower, Canadian Government Merchant Marine, Limited, about December 2.

MONTREAL TO KINGSTON, JAMAICA, AND HAVANA, CUBA.

Canadian Recruit, Canadian Government Merchant Marine, Limited, about December 6.

From Halifax.

HALIFAX TO LIVERPOOL.

Canadian Seigneur, Canadian Government Merchant Marine, Limited, about December 15.

HALIFAX TO GLASGOW.

Canadian Trapper, Canadian Government Merchant Marine, Limited, about December 5; *Canadian Trooper*, Canadian Government Merchant Marine, Limited, about December 24.

HALIFAX TO RIO DE JANEIRO, SANTOS (BRAZIL), AND BUENOS AIRES, ARGENTINE SERVICE.

Canadian Spinner, Canadian Government Merchant Marine, Limited, about December 20.

HALIFAX TO ST. JOHN'S, NEWFOUNDLAND.

Canadian Sower, Canadian Government Merchant Marine, Limited, about December 10; *Canadian Adventurer*, Canadian Government Merchant Marine, Limited, about December 17.

HALIFAX TO HAVANA, CUBA.

Canadian Trader, Canadian Government Merchant Marine, Limited, about December 3; *Canadian Sailor*, Canadian Government Merchant Marine, Ltd., about December 18.

HALIFAX TO BARBADOS, TRINIDAD AND DEMERARA.

Canadian Signaller, Canadian Government Merchant Marine, Limited, about December 27.

HALIFAX TO SANTIAGO, CUBA, AND KINGSTON, JAMAICA.

Amanda, Pickford and Black, about December 25.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaudiere, Royal Mail Steam Packet Co., about December 12.

From St. John.

ST. JOHN TO BARBADOS, TRINIDAD, DEMERARA AND B.W.I.

Chaudiere, Royal Mail Steam Packet Co., December 9.

ST. JOHN TO KINGSTON, JAMAICA, AND HAVANA, CUBA.

Canadian Warrior, Canadian Government Merchant Marine, Limited, about December 30.

ST. JOHN TO LIVERPOOL.

Canadian Rancher, Canadian Government Merchant Marine, Limited, about December 6; *Canadian Ranger*, Canadian Government Merchant Marine, Limited, about December 10.

WEST ST. JOHN TO LIVERPOOL.

Metegama, C.P.O.S. Line, about December 4; *Corsican*, C.P.O.S. Line, about December 13; *Empress of France*, C.P.O.S. Line, about December 19.

WEST ST. JOHN TO LONDON.

Grampian, C.P.O.S.-Furness Lines (C.P.O.S.), about December 7; *Montcalm*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 9; *Mattawa*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 10; *Cornish Point*, C.P.O.S.-Furness Lines (Furness), about December 27.

WEST ST. JOHN TO ANTWERP.

Messina, C.P.O.S.-Furness Lines (Furness), about December 5; *Castellano*, C.P.O.S.-Furness Lines (Furness), about December 20; *War Beryl*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 26; *Tunisian*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 28; *Holbrook*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 29.

WEST ST. JOHN TO GLASGOW.

Pretorian, C.P.O.S. Lines, about December 10; *Sicilian*, C.P.O.S. Lines, about December 18.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Sardinian, C.P.O.S. Line, about December 26.

WEST ST. JOHN TO HAVRE (FRANCE).

Bilbster, Compagnie Canadienne Transatlantique, Limitée, Canada Steamship Lines, Limited, agents, about December 6; *Hudson*, Compagnie Canadienne Transatlantique, Limitée, Canada Steamship Lines, Limited, agents, about December 13.

WEST ST. JOHN TO BELFAST.

Ramore Head, Head Line, about December 15.

WEST ST. JOHN TO DUBLIN.

Fanad Head, Head Line, about December 12.

WEST ST. JOHN TO ST. NAZAIRE (FRANCE).

Cape Corso, Marine Navigation, Limited, about December 15.

WEST ST. JOHN TO BUENOS AIRES AND MONTEVIDEO.

Hyanthes, Houston Line, about December 15.

WEST ST. JOHN TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Timaru and Lyttleton.

Orari, New Zealand S.S. Company, about December 20.

WEST ST. JOHN AND HALIFAX TO MANCHESTER.

Manchester Hero, Manchester Liners, about December 14; *Manchester Importer*, Manchester Liners, about December 28.

WEST ST. JOHN TO AUCKLAND, WELLINGTON, TIMARU, DUNEDIN, MELBOURNE AND SYDNEY.

Orari, New Zealand Steamship Co., about December 21.

From Charlottetown, P.E.I.

CHARLOTTETOWN TO ST. JOHN'S, NEWFOUNDLAND.

Canadian Adventurer, Canadian Government Merchant Marine, Limited, about December 4.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND SINGAPORE.

Arabia Maru, Osaka Chosen Kaisha, about December 6.

VICTORIA TO YOKOHAMA.

Suwa Maru, Nippon Yusen Kaisha, about December 16.

VICTORIA TO KOBE, HONG KONG AND MANILA.

Protesilaus, Blue Funnel Line, about December 27.

From Vancouver.

VANCOUVER AND VICTORIA TO KOBE, HONG KONG AND MANILA.

Protesilaus, Blue Funnel Line, about December 17 (Victoria about December 27).

VANCOUVER TO SYDNEY, MELBOURNE, WELLINGTON AND AUCKLAND.

Canadian Importer, Canadian Government Merchant Marine, Limited, about January 15.

VANCOUVER TO MARSEILLES, GENOA AND MEDITERRANEAN PORTS.

Mont Cervin, Dingwall, Cotts & Co., agents, about January 15.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Makura, Canadian Royal Mail Line, about December 16.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Asia, C.P.O.S. Line, about December 25.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Bessie Dollar, Canadian Robert Dollar Co., about December 7.

INQUIRIES FOR TROPICAL PRODUCTS.

Owing to the fact that Canada has steamship connection with the West Indies and other tropical countries, Canadian firms importing coffee, cocoa beans, tea, etc., for Canadian consumption may sometimes find it advantageous to re-export a portion of their supplies to other countries. The following inquiries for tropical products have been received:—

45 T.P.—A firm of commission agents at Genoa, Italy, desire to secure representation for linseed, castorseed, cottonseed oil, cocoa, coffee, spices.

46 T.P.—An agent at Florence, Italy, would take up agencies for cocoa, tea, etc.

47 T.P.—An agent at Genoa, Italy, wishes to secure representation for oilseed, colonial products.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "the Deputy Minister, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

- Annuaire du Canada, 1905, 1907, 1910, 1912, 1914.
- Annual Report on Reforms and Progress in Chosen (Korea), 1911-12.
- Annual Report of the Department of Agriculture, 1914.
- Annual Report of the Navy Department, 1910.
- Canadian Board of Trade Register, 1919.
- Canadian Parliamentary Guide, 1899, 1905, 1909, 1912.
- Canadian Trade Index, 1914-15.
- Census of Canada, 1901, Vol. 1, Population; 1890-91, Vol. 4; 1890-91, Vol. 3; 1901, Vol. 3, Manufactures; 1901, Vol. 4, Miscellaneous Statistics; 1911.
- Vol. 5, Forest, Fishery, Fur, etc.
- Census of Industry, 1917, Part 1, Agricultural Statistics.
- Census of Industry, 1917, Part 4, Lumber, Laths, Shingles.
- Census of Manitoba, 1885-86.
- Census of Manufactures, 1916.
- Census of the Northwest, 1885.
- Census of the Northwest Provinces, 1906, Population and Agriculture.
- Census of Prairie Provinces, Population and Agriculture.
- Census and Statistics, monthly, Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-1916.
- Criminal Statistics, 1914.
- Dominion Annual Register, 1880-81.
- Export Directory of Canada, 1915.
- Export Trade from the Port of Montreal, 1916.
- German War and Its Relation to Canadian Trade.
- Grain Inspection in Canada.
- Handbook to Victoria (British Association for the Advancement of Science, 1914).
- Heaton's Annual, 1917.
- Imperial Year Book, 1917-18.
- Port Directory of Principal Canadian Ports and Harbours, 1913-14.
- Port of Sydney, New South Wales, 1913.
- Report of the Auditor General, 1890-91, 1896, 1898, 1899, 1902, Parts A-P, 1902, Q-Y; 1903, A-P; V. W. X. Y, Part 3, 1909; 1910, Part 1; 1910, Part 2; 1910, Q-Y; Vol. 2 K-U, 1913; Vol. 3 V-Y, 1913.
- Report on the Cost of Living, 1915.
- Report of the Commission on Oriental Labourers induced to Immigrate to Canada.
- Report on the Coal Fields of Nova Scotia.
- Report of the Royal Commission on Industrial Disputes in the Province of British Columbia.
- Report on Immigration to Canada from the Orient.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancom.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 76, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

H. R. Pousette, Acting Canadian Government Trade Commissioner, Aleutskaja No. 11, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiansia, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia) 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Puerta del Sol, Madrid. (See page 1196.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, December 8, 1919.

No. 827

TRADE NOTES FROM THE UNITED KINGDOM.

ACTING TRADE COMMISSIONER C. G. VENUS.

Foreign Trade of the United Kingdom in October.

London, November 13, 1919.—The trade returns of the United Kingdom for the month of October are more satisfactory than those of the previous month, despite the fact that the first four days of October coincided with the railway strike and also that the statistics for the month reflect practically the whole dislocation to transportation caused by the stoppage.

Although the value of imports increased by £4,861,088 as compared with September, exports have advanced by £12,560,497, both totals being the highest recorded this year.

A comparison of imports, exports and re-exports with September, and also with October, 1918, is given below:—

	October, 1919.	September, 1919.	October, 1918.
Imports..	£153,486,162	£148,625,074	£117,629,803
Exports..	79,060,892	66,500,395	42,820,724
Re-exports..	19,641,855	15,748,911	2,118,642
Total..	£252,188,909	£230,874,380	£162,569,169

As regards imports, of the £35,856,359 excess over October, 1918, raw materials represent £20,398,000—to which timber contributes over £9,000,000—while food, drink and tobacco are responsible for some £16,500,000.

Concerning exports, manufactured goods have gone ahead by £28,332,000, while an increase of £6,860,000 is to be noted in raw materials, coal being the chief item.

Formation of a Timber Exchange in London.

An interesting event in the timber trade which has recently been announced is the inauguration of a timber exchange in London.

Although the movement to establish an exchange for this trade was only initiated last spring, it was stated at the formal opening last week that the institution includes some 600 firms engaged in the various branches of the industry.

At the present time it is only found possible to hold weekly meetings in one of the halls of the Cannon Street Hotel, but eventually it is hoped that the exchange will be accommodated in a building of its own which will be open continuously and will provide to its members similar facilities as are available in the corn, metal and other exchanges.

For the time being the institution allots space at its meetings for importers, agents and brokers, hardwoods, home timber, retailers, transport, etc., and it is claimed that even the present limited organization will afford opportunities for members to transact business, discuss trade problems, and tend to bring about a greater measure of co-operation between the different branches of the trade.

United Kingdom Crops.

The monthly Agricultural Report of the Board of Agriculture, dealing with crop conditions during October states that cereal harvest is now complete, and that the quality of wheat and barley is generally satisfactory, although oats are inferior in some districts. The yield of all three is less than the average and straw is short.

The bulk of the potato crop has now been gathered, and although the tubers are not so large as usual and the yield consequently lighter, their condition is much better than in recent years, the limited amount of disease apparent being a marked feature.

The collection of the mangold crop is now in progress, which is likely to be light but of sound quality. Turnips and swedes have not yet been lifted, and show an improvement over the previous month.

Seeds are very variable, even in the same neighbourhood, but on the whole they are not satisfactory, being often only a thin plant. A considerable amount of ploughing up and patching has been necessary, but some improvement may be noted during the month in many areas.

Live stock have done fairly well, but the pastures are getting bare, and the prospects for the winter are not favourable, roots and hay being everywhere short.

United Kingdom Trade with Germany since the Armistice.

The president of the Board of Trade yesterday, in reply to a question in Parliament, submitted a detailed statement of the trade which this country has conducted with Germany since the signing of the Armistice, from which it appears that between November 11, 1918, and October 31, 1919, the United Kingdom exported to Germany goods to the value of over £16,000,000 and received from that country imports valued at £217,000.

As the full list of articles exchanged, together with values, is of general interest, the itemized table is reproduced below:—

IMPORTS FROM GERMANY.

Potash compound (other than manures)	£ 53,780
Manures	29,269
Leather, dressed	25,990
Skins and furs, dressed and undressed	21,776
Toys and games	8,631
Other goods	77,989
	<hr/>
	£217,435

EXPORTS OF PRODUCE AND MANUFACTURES OF THE UNITED KINGDOM.

Herrings	£ 382,110
Potatoes	350,873
Provisions, unenumerated	207,536
Tobacco and snuff manufactured in the United Kingdom	293,618
Linseed oil	1,613,396
Rapeseed oil	206,499
Soap	480,437
Cotton yarn	428,893
Cotton manufactures	3,693,608
Woollen and worsted yarns	204,781
Woollen and worsted manufactures	1,732,495
Other goods	1,204,727
	<hr/>
	£10,798,973

RE-EXPORTS OF FOREIGN AND COLONIAL PRODUCE AND MANUFACTURES.

Rice.. . . .	£ 158,377
Oatmeal and rolled oats.. . . .	111,343
Lard.. . . .	548,005
Bacon.. . . .	1,019,669
Meat, preserved, otherwise than by salting (including tinned and canned).. . . .	679,386
Milk (condensed and powder).. . . .	469,998
Cotton, raw.. . . .	355,185
Jute.. . . .	156,560
Oils, animal and vegetable.. . . .	111,054
Rubber, raw.. . . .	374,409
Wool, sheeps' or lambs'.. . . .	61,473
Copper, unwrought.. . . .	57,500
Cocoa, raw.. . . .	102,007
Coffee, raw.. . . .	243,251
Sugar.. . . .	60,297
Tea.. . . .	41,125
Tobacco.. . . .	66,363
Other goods.. . . .	792,773
	£ 5,408,775
Total imports.. . . .	£ 217,435
Total exports.. . . .	16,207,748

RESULTS OF UNITED KINGDOM CROP, 1919.

ACTING TRADE COMMISSIONER C. G. VENUS.

London, November 14, 1919.—The following statement issued to-day by the Board of Agriculture shows the estimated total produce and yield per acres of the cereal, pulse, and hay crops in England and Wales in the year 1919, with comparisons for 1918, and the average yield per acre during the ten years 1919:—

	Estimated Total Produce.		Acreage.		Average Estimated Yield per acre.		Average of the Ten Years 1909-18.
	1919.	1918.	1919.	1918.	1919.	1918.	
	Quarters.	Quarters.	Acres.	Acres.	Bush.	Bush.	Bush.
Wheat.. . . .	7,979,000	10,530,000	2,220,921	2,556,661	28·7	32·9	31·1
Barley.. . . .	5,476,000	6,080,000	1,509,588	1,500,809	29·0	32·4	31·9
Oats.. . . .	11,383,000	14,339,000	2,563,628	2,780,061	35·5	41·3	39·4
Mixed corn.. . . .	625,000	620,000	142,423	139,077	35·0	35·7	—
Beans.. . . .	854,000	889,000	273,841	242,097	24·9	29·4	27·6
Peas.. . . .	441,000	439,000	132,212	127,857	26·7	27·5	24·8
	Tons.	Tons.			Cwts.	Cwts.	Cwts.
Seeds' hay.. . . .	1,770,000	2,098,000	1,500,933	1,446,504	23·6	29·0	28·9
Meadow hay.. . . .	3,425,000	4,688,000	4,170,616	4,298,498	16·4	21·8	22·3

A footnote to the table defines "seeds' hay" as hay from clover, sainfoin, and grasses under rotation; and "meadow hay" as hay from permanent grass.

Commenting on the above statistics the Board of Agriculture states that the yield of wheat, although from a smaller area and fully 2½ million quarters less than last year (the highest on record) and about half a million quarters less than in 1915, is, apart from these two years, the greatest since 1898, and nearly half a million quarters above the average of the past ten years.

Barley has yielded 29 bushels per acre, or 3·4 bushels less than in 1918 and nearly 3 bushels below the average. The total production is 600,000 quarters less than in 1918

and 310,000 below the average; with the exception of 1915 and 1916, this being the smallest crop since official estimates were first collected in 1885.

The production of oats, although nearly 3,000,000 quarters less than in 1918 (a record year), is, except for that year, the highest since 1907; but the yield per acre is nearly 6 bushels less than in 1918 and 4 bushels beneath the average.

Mixed or dredge corn, distinguished for the first time last year, shows a slightly increased total production, but the yield per acre is somewhat less.

Beans have yielded $2\frac{3}{4}$ bushels to the acre less than the average and $4\frac{1}{2}$ bushels less than last year, and although the area was increased this year, the production is 35,000 quarters less. Peas yielded nearly 2 bushels per acre above the average.

The hay crops were very light, the total production being the smallest since 1893 and only about three-quarters of last year's crop, and two-thirds of the average of the last ten years. Seeds' hay from an area larger by about 55,000 acres, yielded nearly 330,000 tons less than in 1918, and the production per acre is the lowest since 1896. The yield per acre of meadow hay is also the lowest since 1901, being about 6 cwt. under the average.

TRADING IN SPAIN.

TRADE COMMISSIONER W. McL. CLARKE.

PART III.

Facts about Spain—Continued.

SUGAR GROWING.

Both the sugarbeet and the sugarcane are grown in Spain, but while the production of refined sugar from the former shows a fairly steady rise in volume, there is registered a corresponding decline in that refined from the cane. The production for the last eight years is given hereunder:—

Year.	Cane Sugar. Tons.	Beet Sugar. Tons.
1912..	16,176	93,313
1913..	13,231	113,755
1914..	7,376	169,355
1915..	5,595	101,815
1916..	4,264	106,444
1917..	4,584	126,354
1918..	4,000	125,516
1919 (estimated)	6,644	139,572

Normally Spain supplies almost all her own sugar requirements, imports in 1914 amounting to only 6 tons. Imports, however, rose as follows: in 1915, 18 tons; in 1916, 18,330 tons; in 1917, 39,172 tons; and in 1918, 15,194 tons. The explanation of this reversal may be had in the fact that Spain during the war became an exporter of sugar, and as her exports were heaviest when her imports were practically negligible the reserves in the country were seriously drawn upon. In 1914, for instance, 11,472 tons were exported, and in 1915, 8,756 tons. The greater part of the imports since 1916 have, however, been probably used at home as the exports in 1916 (2,531 tons), in 1917 (4,582 tons), and in 1918 (631 tons), have been much lower than in the immediately preceding years.

The sugar refiners are at present demanding a very high tariff on imported sugar as they fear with the return of lower freight rates the local manufacturing will prove unprofitable. The present duty on sugar is 60 pesetas per 100 kilogrammes.

The number of factories actively engaged in the cane sugar industry was 17 in 1916, 16 in 1917, 15 in 1918, and 9 during the current year. In the beet sugar industry the figures are as follows: 1916, 27; 1917, 31; 1918, 31; and in 1919, 28.

SAFFRON AND LICORICE.

The cultivation of saffron is worthy of note in passing, as it is a specialty of Spanish agriculture. In 1917 there were 31,015 acres under saffron cultivation, the crop amounting to 124 tons. In 1913, 97 tons were exported, valued at 9,723,900 pesetas. Another agricultural export of some importance is licorice, some 2,495 tons, valued at 1,274,418 pesetas, being exported in 1913.

FLAX AND HEMP.

In 1917 some 4,440 acres were devoted to flax growing, chiefly in the provinces of Galicia, Asturias and Leon, yielding 1,449 tons of flax altogether and 856 tons of fibre.

The native hemp production amounted to 13,332 tons, gathered from 15,745 acres, although the actual fibre obtained only totalled 7,394 tons.

Both flax and hemp cultivation are gradually losing their importance in Spain, jute from India and hemp from Italy being imported for the native industry. Home-grown and imported flax are both employed in the making of linen, fine damasks, and handkerchief linens.

SILK COCOONS.

Spain stands next to Italy in the production of silk cocoons. The average annual production since the beginning of the century has been 711 tons, of which two-thirds are raised in the province of Murcia, where climatic conditions favour the growth of the mulberry tree. The greater part of the raw silk produced is exported to the injury of silk weaving in Spain. The Government is encouraging the cultivation of the mulberry tree by the granting of premiums, and experiments recently made to increase the cocoons from a given quantity of eggs have resulted in augmenting the number by about 25 per cent. There are moreover twenty-seven schools for the study of sericulture in the different provinces, while three important silk associations in Barcelona, Murcia and Sevilla are interested in promoting sericulture and silk textile manufacturing in Spain.

SPANISH FORESTS.

The Iberian peninsula, ranging from 1,969 to 2,297 feet in elevation, is composed of various plateaux traversed by steep mountain ridges, many of which are sterile, while others afford a certain amount of pasturage and still others are covered by forests of pine, which constitutes the most important commercial lumber of the peninsula. It has been recently estimated that the forest area of Spain covers altogether about 27,100,000 acres, of which about 9,800,000 acres are more or less regularly wooded. The number of pines in Spain are calculated at over 10,000,000, covering an area of approximately 300,000 acres.

CORK.

The cork forests extend over 610,000 acres, the principal growing centres being the provinces of Gerona (198,000 acres), Huelva (133,000 acres), Caceres (80,000 acres), Sevilla (69,000 acres), and Cadiz (49,000 acres). Cork is a species of tree resembling the oak and like it bearing acorns, and is so constituted that its bark can be removed every seven to ten years without damaging the tree itself. In Catalonia the cork tree is actually felled for its timber, but it is the manufactures connected with its bark which give such importance to this tree.

In 1912 there were produced in Spain some 78,000 tons of corkwood or raw cork, of which a little over two-thirds came from the province of Seville. The yearly production averages about 50,000 tons.

In 1913 Spain exported 9,564 tons of manufactured cork, 3,912 tons of cork planks, and 44,410 tons of cork dust. Sales of manufactured cork products have been particularly confined to the United Kingdom, as most countries have had a fairly high protective tariff on the finished article.

THE CORK INDUSTRY.

Normally there are between 30,000 and 40,000 operatives engaged in turning out the various cork products manufactured in Spain, e.g., bottle stoppers, discs, shoe soles, fishnet floaters, life-preservers, cork paper for cigarette tips, and hats for the military and police. Cork in sheets and planks is used for building and floor coverings, while cork waste is utilized in linoleum-making. As is evident from the foregoing, the raw material comes principally from the south, although the manufacturing is now centred in Catalonia where there are several well equipped factories. The industry at Seville and throughout southern Spain is not so flourishing as formerly, although one of the most important cork companies in Spain is located in that city and in spite of the fact that there are many villages throughout the south where cork manufacturing gives considerable employment.

ESPARTO GRASS.

Esparto grass, used in the manufacture of high-class writing and printing paper, especially in England and Scotland, is one of Spain's most distinctive products. In fact Spain is the only European country producing this grass. Although greater supplies are obtained from the northern coast of Africa (Algeria, Tunis and Tripoli), yet in a normal year Spain sends about 40,000 tons of the first quality esparto grass to the United Kingdom for papermaking. The Spanish growth is confined to the ferro-calcareous soil of southeastern Spain, in the provinces of Murcia, Albacete, Granada and Almeria. The production is especially decreasing as the grass is hardly susceptible to cultivation, and as the esparto areas become barren the lands are gradually being put under other crops.

OTHER INDUSTRIES DEPENDING ON FORESTS.

Besides the cork and esparto products of the Spanish forests, there are several other relatively important industries connected with Spain's forestal resources, viz.:—

1. The sawing of lumber, principally pine, for general construction purposes, pit props and box shooks, etc.
2. The cutting of oak railroad ties.
3. The making of chestnut barrel stock.
4. The construction of furniture from various native woods.
5. The production of charcoal.
6. The extraction of juniper oil, resin, tannin, turpentine, and licorice.

ANIMAL WEALTH.

The number of farm animals existing in Spain in 1918 amounted to about 31,101,576, of which it is estimated about 2,500,000 were work animals, comprised of mules, asses, oxen and draught horses. As in mountainous countries, the great importance of the mule in Spain is self-evident, and the Spanish mule is considered not only strong but fatigue-resisting.

The sheep (including the famous "merino" type, highly prized in England, France and Germany for breeding purposes) and goat predominate in Andalusia, Extremadura and Leon, the horse in Extremadura and Valencia, the mule and ass in Aragon, Castila and Extremadura, the pig in Extremadura, Andalusia, Salamanca, and the Balearic Islands. If the fixed figure of 100 be taken as representing the number of Spanish farm animals existing in 1912, the index number representative of the year 1918 would be 118. Thus an upward movement is noticeable in the animal wealth of Spain.

NUMBER OF ANIMALS.

The number of different farm animals in Spain was officially estimated to be as follows in 1918:—

Description—	Numbers.
Horses..	557,676
Mules..	1,042,894
Asses..	923,996
Cows..	3,233,200
Sheep..	17,227,619
Goats..	4,181,942
Pigs..	3,929,449
Camels (Canary Islands)..	5,400

THE FISHING INDUSTRY.

In the Spanish fisheries the number of boats employed amount to approximately 791 steamers and about 14,721 sailing boats. In 1916, 88,150 men were employed in the fishing fleet. The average catch of fish amounts to about 145,000 tons annually, over 93,000 tons being caught in the El Ferrol district, which comprises the northern and western coasts of Spain. The other big fishing districts are found at Cadiz and Cartagena. Spain consumes about 120,000 tons of domestic fish a year, thus leaving between 25,000 to 30,000 tons annually for export. The most important catches are sardines, tunny fish and cod. There are about 1,400 factories in Spain engaged in treating and preserving fish. Over 1,000 of these are in the maritime district of El Ferrol. Some 50,000 tons of fish are salted, canned, or prepared in brine, in the above factories, where some 20,000 operatives are employed. The total value of the fish caught in Spanish waters during 1916 amounted to 901,833,250 pesetas, while the export of sardines and preserved fish was valued at 27,387,985 pesetas.

MINERAL WEALTH.

Spain is rich in minerals. Iron is abundant in the provinces of Viscaya, Santander, Oviedo, Navarra, Huelva and Sevilla; copper in the provinces of Sevilla, Cordoba, and Huelva; coal is found in Oviedo, Leon, Gerona, Valencia and Cordoba; zinc in Santander, Murcia, Guipuzcoa, and Viscaya; lead in Murcia, Jaen and Almeria; manganese in Oviedo, Huelva and Sevilla; quicksilver in Ciudad Real and Oviedo; cobalt in Oviedo; silver in Guadalajara; sulphate of soda in Burgos; salt in Guadalajara; sulphur in Murcia and Almeria; phosphorus in Caceres and Huelva; platinum in Rhonda; and potassium salts in Barcelona.

PRINCIPAL VARIETIES OF MINERALS FOUND.

The principal varieties of minerals found in Spain, together with the quantity of their production in 1916, are given hereunder. (These figures are the latest available):—

Description—	Tons.
Anthracite..	263,087
Asphalt..	7,316
Mercury..	19,960
Sulphur..	46,923
Copper..	1,968,974
Zinc..	166,053
Tin..	86
Phosphorite..	14,111
Iron..	5,856,861
Iron pyrites..	953,678
Coal..	4,847,475
Lignite..	473,106
Manganese..	14,178
Ochre..	800
Silver..	274
Lead..	260,282
Argentiferous lead..	7,370
Salt..	348,938
Wolfram..	454
Graphite..	1,240
Granite..	1,658
Bismuth..	10
Asbestos..	83

VALUE OF THE MINES.

The total amount of minerals taken in 1913 amounted to 61,703,089 tons, valued at 269,744,912 pesetas at the pit mouth, while the output for 1916 was considerably lower, some 44,295,204 tons being produced, although, owing to higher market prices, the monetary value, 382,855,785 pesetas, was much higher. The number of productive mining concessions in 1916 was 2,009, covering an area of 279,767 hectares, as compared with 2,303 concessions in 1913. There has also been a perceptible falling off in the number of workmen employed, the figures for 1916 and 1913 being 118,183 and 143,950 labourers respectively. In 1916, 3,644 machines were employed in the mines, and smelting works using 233,019 horse-power.

IRON ORE.

In the year 1913, Spain's iron ore production (9,861,668 tons) reached the highest mark since 1907 (9,896,178 tons). There was a dropping off, however, in the output during the years following the outbreak of the war, and in 1916 only 5,856,861 tons were extracted. The principal producing centres are along the northern littoral in the provinces of Viscaya and Santander, and in the south at Almeria. Interior deposits, owing to lack of transport facilities, are not yet worked profitably.

Normally, the greater part of the iron ore output is exported, and of the approximately 10,000,000 tons produced in 1913, some 9,000,000 tons were shipped abroad, leaving 1,000,000 tons for home manufacture. Smaller production in 1916 allowed only 2,743,487 tons for export, which was increased to over 5,000,000 tons in 1917. Between 1870 and 1914 Spain exported 230,000,000 tons of iron ore, three-fourths of which went to Great Britain.

It has been estimated by experts that Spain's reserves of iron minerals amount to 900,000,000 tons. If it be calculated that 900,000,000 tons of ore will produce approximately but half that amount of pig-iron, it will be seen that, provided the above estimate is correct, the development of these deposits must of necessity be limited. England's pre-war output of pig-iron would consume that quantity of ore in forty-five years. Spanish ores are practically all hematite, and generally range from 45 per cent to 60 per cent of metallic iron.

As in Germany 80 per cent of the steel produced is by the basic process, that country has been in a position to take the lower grade Spanish ores, i.e., high in sulphur and silicon, whereas Great Britain, producing approximately a similar percentage by the acid process, has demanded the best Spathic and rubios (i.e., ore, high in metallic iron and low in sulphur and silicon). This latter is being gradually used up, and the inferior grades will increasingly be offered by Spain to the world's markets. It may further be noticed that with the decline of the iron ore trade of the Bilbao and Santander districts, there will come in all probability a development of the interior deposits, and the construction of the necessary railway facilities to transport the ore to the shipping ports.

The principal iron ore holdings in Spain are in British, French and Spanish hands. The Krupp firm had a 25 per cent interest before the war in one of the large British companies.

COPPER.

Spain normally produces about 3,000,000 tons of copper annually, the most important deposits being in the provinces of Huelva and Sevilla, where are found extensively-worked iron pyrites mines, the ore contents oscillating from 0.5 per cent to 5 per cent copper, 35 per cent to 49 per cent sulphur, with proportions of iron and silica. Here the size and suitability of the deposits allow open working of the mines.

The other principal copper mines are in the province of Cordoba, Badajoz, Ciudad Real, and Jaen, but their exploitation is not so remunerative as the copper

ores must be handpicked, crushed, and concentrated before they are ready for the smelters. Moreover, these deposits are worked with much more difficulty as they are generally smaller and at greater depths. The pyrites of the Huelva district, on the other hand yield with comparative ease a high-grade precipitate, a fact which renders the Leaching system more profitable.

It is stated that all the important mines are either now being worked, or their concessions already granted, although experts are of opinion that the copper output of the mines now being exploited can be readily increased threefold. The famous Rio Tinto mines in the province of Huelva own deposits containing iron pyrites from 2 to 4 per cent copper of more than 100,000,000 tons, while it is estimated that some 30,000,000 tons are accessible in other provinces.

LEAD.

The output from the lead and silver-lead mines of Spain amounted to 260,282 and 7,370 tons respectively in 1916. In 1913 the figures were 279,878 and 23,600 tons, and in 1907 the lead mines yielded 113,632 and the silver-lead mines 165,289 tons. The data existing concerning this mineral are very incomplete, but a life of from twenty-nine to thirty years may be estimated for these mines on the basis of their present annual production. In 1916, 1,788 tons of lead were exported, and 385 tons of silver-lead ore. The province of Jaen is the centre of the lead-mining industry, although deposits are also found in Huelva, Sevilla, Cordoba, Granada, etc. In 1914 there were 320 productive lead mines in operation.

ZINC.

Although the zinc mines have been worked for a number of years, they are still important in the provinces of Asturias and Santander, and it is calculated that the life of the mines is good for a number of years. In 1907 the production amounted to 191,855 tons, in 1913 to 175,311 tons, and in 1916 to 166,053 tons. The deposits are made up of beds of blende or zinc ore, which also contain zinc sulphide. Calamine is chiefly found, while hydrozincite and zinc carbonate are also present in commercial quantities. The factories for utilizing these minerals are not yet sufficient to care for the production, and in 1916 some 100,632 tons were exported.

QUICKSILVER.

About one-third of the world's supply of quicksilver comes from Spain, the centre of production being Almaden in Central Spain. In 1907 28,789 tons of cinnabar ore were produced; in 1913, 19,960 tons; and in 1916, 19,799 tons. The average richness of the Almaden ore is stated to be between 8 and 9 per cent, although the richest ore contains about 25 per cent mercury. These mines are a valuable source of revenue to the State, by which they are worked. The use of this ore during the war in the preparation of fulminate was very important. It is estimated that the mining of quicksilver in Spain will still extend over a long period of years.

COAL.

The coal question is one of the most widely discussed topics in Spain to-day. In the years before the war, Spain consumed about 5,000,000 tons a year, 2,000,000 tons being produced locally and 3,000,000 tons imported. Great Britain was responsible for approximately 2,500,000 tons, Germany for 300,000 tons, and the United States for 200,000 tons. In 1913 the coal requirements of the country rose 6,000,000 tons, and to-day they are estimated at between 7,000,000 and 8,000,000 tons. The question therefore arose how to increase the home output to satisfy domestic requirements, in

view of the curtailment of supplies from overseas. Not only has Spain, by government protection and treasury measures, been able to achieve this desired end, but even the possibility of exporting coal is now being mooted, although the latest advices indicate that the Government has decided for the present to prohibit its export in order that prices may not unnecessarily be advanced.

It is estimated that the Spanish coal fields contain an actual reserve of coal and lignite amounting to about 8,500,000,000 tons, extending over an area of 3,340 square miles and located in nine different provinces, the most pronounced carboniferous district being Asturias, where the actual reserve is said to be 3,200,000,000 tons, while the province of Teruel has 650,000,000 tons of unmined lignite.

The total production of coal during the years 1913-1916 is given hereunder:—

	1913.	1914.	1915.	1916.
Soft coal.	3,783,214	3,905,080	4,135,919	4,847,475
Anthracite.	232,517	228,302	222,621	268,087
Lignite.	276,791	291,057	328,213	473,106
Tons.	<u>4,292,522</u>	<u>4,424,439</u>	<u>4,686,753</u>	<u>5,588,668</u>

In 1917 the total quantity mined amounted to 5,972,000 tons, and in 1918 to 7,164,000 tons, i.e. an increase over 1913 of 2,871,000 tons.

If, however, the war-period question was how to produce more coal, the question to-day, with the Spanish output practically equivalent to the Spanish consumption, is how best to protect the national industry; and various schemes are being urged on the Government to make Spain independent of foreign supplies. It is feared that a contraction of the home demand, consequent to the peace, may take place, and if importation is allowed from abroad, the prosperity of the coal mines achieved during the war will dwindle away unless protection is given and exportation allowed. It seems reasonable to suppose therefore that the Government will continue to aid this native industry, although it may happen with Spain's industrial expansion that her coal production will not be adequate for her requirements. It is interesting to note in this connection that during the first four months of 1919, Spain imported 234,526 tons of coal, 231,789 tons of which arrived from Great Britain.

It has to be remembered that the Spanish mines contain numerous veins of coal where mining is done only with difficulty owing to the inconstant supply, the relatively poor quality obtained, the frequent danger of fire-damp, while the beds are irregular, alternating with narrow and long deposits. It is stated that the mines of Leon and Palencia, hemmed in by rocky formations, are so irregular that in some places good seams often run through twisted, sterile strata where the result of mining hardly covers its cost. In addition, many coal beds are relatively so small that the expense connected with their mining is hardly warranted, while again the distance of some coal fields from industrial centres or seaports renders transportation inexpedient, and the output but serves the neighbourhood. Moreover the lack of railway facilities and expert collieries are a great drawback to the Spanish industry.

It is of interest to note in passing, that whereas each collier in the United States was responsible in 1918 for the production of 890 tons, and the English collier for 232 tons, the collier in Spain only produced 109 tons. This is attributed in part to the inexperienced miner, in part to the light tools usually employed, and in part to the time lost in working poor or irregular veins.

SALT.

Spain's output of salt in 1907 totalled 605,895 tons, in 1913 only 60,429, although in 1916 the production reached 895,928 tons, which was slightly lower than in 1914, when the production was 927,767 tons. In 1916 Spain exported 423,034 tons, and in 1917, 275,380 tons.

Spanish salt is exported to Canada for use in the dried fish industry, the declared figures for the 1913-18 period being as follows:—

Year.	Quantities (cwts).	Total Quantities Imported (cwts).
1913..	367,823	2,797,272
1914..	343,684	2,926,408
1915..	379,554	2,681,891
1916..	420,305	2,772,724
1917..	479,045	3,169,716
1918..	323,505	3,547,010

OTHER MINERALS.

Spain possesses small deposits of wolfram, tin and sulphur, principally in Extremadura, Zamora and Galicia, but the deposits are of no great commercial importance. The manganese mines are also not very important, although some are being worked on a small scale in the provinces of Huelva and Asturias. There are other mines, however, as yet unworked, in the province of Lugo, which contain highly manganiferous iron ore.

Recent reports indicate that potash salts have been discovered on the borders of the Pyrenees in the localities of Lerida and Huesca. Other deposits exist at Torrevieje, Cadiz and Torrelavaga. It is also interesting to note that in October, 1915, important platinum deposits were discovered near Rhonda.

Spain possesses comparatively large resources of building material, such as marble, limestone, granite and slate. Bauxite, too, exists in certain localities.

Mention may also be made of the mineral waters of Spain, which are scattered over almost every province, particularly in the more mountainous country.

VALUE OF PRODUCTS DERIVED FROM MINES.

Spain's mineral wealth forms the basis of important industries, whose products were valued at 578,000,000 pesetas in 1916, the last year for which official statistics are available. Given hereunder is the quantity of different products so manufactured during that year:—

Description—	Tons.
Sulphuric acid..	140,788
Coal briquettes..	555,975
Iron ore briquettes..	363,784
White lead..	2,493
Tar and pitch..	19,211
Antimony..	425
Asphalt..	2,591
Arsenic acid..	73
Quicksilver..	795
Sulphur..	10,629
Benzol..	1,644
Creosote..	390
Calcium carbide..	19,511
Natural cement..	289,950
Portland cement..	246,387
Zinc products..	8,526
Copper products..	32,880
Iron and steel products..	820,657
Coke..	759,754
Sulphate of ammonia..	1,710
Heavy oils..	3,006
Ammonium..	468
Naphthalene..	173
Colours..	5,377
Silver..	140
Lead..	147,407
Common salt..	546,990
Caustic soda..	19,940
Potassium chlorate..	152
Sodium chlorate..	152
Calcium chlorate..	4,075
Copper sulphate..	7,600
Sodium sulphate..	10,100
Superphosphates..	315,177

THE METALLURGICAL INDUSTRIES.

The metallurgical plants are located principally in the provinces of Viscaya and Navarra, and at the last census of 1911 numbered fifty establishments, although the war has added to the national strength of this industry.

THE IRON AND STEEL INDUSTRY.

In pre-war years Spain produced on an average between 450,000 and 500,000 tons of pig-iron annually, while the calculated yearly increase during the war is stated to be about 200,000 tons. It has been further estimated that Spain will be able eventually to turn out three times the pre-war production of pig, and in such an eventuality will be in a position to export as it is unlikely the national industry will consume the total output. Both hard-grained pig and foundry pig are manufactured, and the country is practically independent of foreign supplies except pig for the production of very fine castings. Not only the native ore, but scrap iron to some extent is used in the manufacture.

Sixty per cent of the iron and steel industry is in the hands of a powerful syndicate, which directs several individual companies, regulates prices and distribution, gives proportionate rebates to its customers at the end of each year, and which practically controls the industry in its larger ramifications. The seat of this company's operations is near Bilbao, and its blast furnaces, converters, and rolling mills were visited by the writer.

Among the iron and steel products made in Spain may be enumerated ingots, blooms, billets, slabs, small and large iron castings for railways, mines and shipbuilding, agricultural and papermaking machinery, machine tools, ornamental ironwork, steel castings up to 10 and 15 tons, various engineering castings, rails, sheet iron, merchantable bars and large sectional pieces such as girders, joists, etc., firearms, including rifles and revolvers, boilers, turbines, wire cable, nails, bolts and nuts, etc.

Although the company alluded to exercises a predominating influence in the Spanish iron and steel trades, yet it is to be remembered that there are numerous independent factories in operation throughout Spain, some small, some large.

The last official census of 1911 places the number of Spanish foundries at 204, and the number of machine shops at 3,306. About 500,000 tons of iron and steel products are produced annually, the bulk of the output consisting of rolled steel. Spanish imports of iron and steel products averaged normally 50,000 tons, derived chiefly from England, Belgium, Germany and the United States.

OTHER METALLURGICAL PRODUCTIONS.

Spain is the most important European country for lead production and stands second in the world's lead-producing countries, being only preceded by the United States. About 200,000 tons of lead in bars are produced annually, and this industry is of great importance owing to the amount produced, the value of the production, and the quantity exported.

The furnaces for the reduction of mercury at Almaden are said to be the largest of this kind in the world. These furnaces are vertical, cylindrical, 6.56 feet in diameter and 19.69 feet high. The mercury ore ranges from 1 to 25 per cent pure mercury and is graded as superior, medium, and poor. The mercury is sold in flasks containing approximately 76 pounds.

The principal zinc minerals treated are calamines and blendes, which are prepared, washed and calcined in the furnaces, the production being sold in bars, lumps, cakes, sheets and in manufactured articles.

An impulse has been given to manufacturers of copper in connection with the development of the Spanish electrical industries.

THE TEXTILE INDUSTRIES IN SPAIN.

Spain possesses many important textile manufactories, including the production of cotton, woollen, silk, linen, hemp and jute goods, and though dependent mostly on foreign sources of supply for the various raw materials used, except in the case of woollen goods, the development has been steady, while the impetus received by war demands, stimulated an unprecedented activity, and rendered the industry in its different branches stronger than ever.

One of the world's great centres of cotton-goods manufacturing is situated in Barcelona and neighbourhood, where is turned out 86 per cent of the national production.

Over 100,000,000 pesetas is invested in this industry, which numbers over 3,500 factories and employs 175,000 hands. The yearly output is valued at 640,000,000 pesetas. The industry as a whole operates about 2,130,000 spindles, of which 2,000,000 are employed in Catalonia, 60,000 in Malaga, and 40,000 in the northern provinces of Spain. The greater part of the factories in the Barcelona district (or 1,600,000 spindles) employ water-power derived from the Llobregat and Ter rivers and during the last years of the war were operating day and night. There are about 50,000 cotton looms, 45,000 of which are found in Catalonia, the other 5,000 being situated in Andalusia and the northern provinces.

Cotton piece-goods, velvets, and yarns in all grades are manufactured, as are also woven garments and various kinds of knitted goods. Spinning and weaving, dyeing, printing and finishing processes are carried on in up-to-date mills, and the whole industry is equipped with modern plant and machinery.

An extensive export trade is carried on normally, principally with the South American countries and the Near East, the total annual exports during 1911-15 averaging 8,451 tons. In 1916 the exports were 12,795 tons.

THE WOOLLEN INDUSTRY.

The production of woollen goods ranks second in the Spanish textile industries. Some 40,000,000 pesetas are invested in over 2,000 factories employing about 25,000 operators. This industry—especially the spinning branch—is more widely diffused throughout the peninsula, although the largest number of factories are accredited to Barcelona (660), followed by Alicante (235), Burgos (149), Gerona (116), Salamanca (119), and Teruel (50).

The wool chiefly used is of domestic origin, although it is frequently washed and combed in other countries and then re-exported to Spain. The smaller quantities of imported wools used are purchased normally in French, English and Belgian markets. Wool waste, i.e., woollen rags or yarns, is also extensively used after special treatment by an acid-immersion process. Not only is the wool scouring done by the old method of washing in bowls or vats but a good deal of up-to-date apparatus is also employed. Catalonia with its abundance of suitable water and soap derived from the olive oil industry affords special facilities for this scouring process. The drying process consists in spreading out the wool over a wire netting framework above hot air, or it is done in mechanical driers. Willowing, oiling, combing, carding, conditioning, and bleaching are all done principally in Catalonia where is also centred the weaving industry.

During the quinquennial 1911-16 some 3,150 tons of woollen textiles were exported annually, while 9,552 tons valued at 108,465,492 pesetas were exported in 1916.

THE SILK INDUSTRY.

The silk industry, operating over 12,000 spindles include some 150 firms, more than half of which are situated in Barcelona, about thirty in Valencia and the rest distributed chiefly between Tarragona, Murcia and the Balearic Islands. The capital

invested represents about 5,000,000 pesetas, the total annual production averaging 75,000,000 pesetas. This industry is gradually losing its former importance and the Government has recently been taking steps to stimulate and revive it by bounties. The greater portion of the raw silk produced is exported, as previously pointed out, to the disadvantage of the Spanish silk-weaving industry.

OTHER TEXTILES MANUFACTURED.

The hemp, flax and jute textile industries have also a certain importance. In 1913, the total number of establishments engaged in spinning and weaving hemp, jute and linen goods, amounted to 770, some 111 plants being situated in the province of Barcelona, 66 in Alicante, 60 in Huesca, and 33 in Zaragoza. The increasing demand for such textiles during the war gave a certain stimulus to the native industries. The linen industry is, of these three, the best developed.

LACES.

The hand-made Spanish laces are well known, and their making is carried on throughout the peninsula, but principally in Catalonia, Galicia and Almagro.

TRADE MARKS REGISTRATION IN BRAZIL.

Mr. G. B. Johnson, Canadian Trade Commissioner in Rio de Janeiro, Brazil, writes as follows respecting trade marks registration in Brazil, under date October 21:—

It should be known at once among Canadian owners of valuable trade marks, that any one in Brazil can register any trade mark in his own name, implying rightful ownership, after which six months is allowed by law during which such ownership may be disputed. After six months it is a criminal offence for any one other than the person in whose name the trade mark is registered to import the goods bearing the trade mark. Any unscrupulous person therefore can register in his own name a trade mark which may be a household word in other parts of the world if not registered previously, and his claim cannot be disputed by the real owners after six months.

THE MARKET FOR ASBESTOS PRODUCTS IN CHINA.

TRADE COMMISSIONER J. W. ROSS.

Shanghai, November 1, 1919.—A considerable demand for asbestos products of different kinds exists in China. This demand is almost entirely confined to material for steam pipe insulation, and consists principally of the following:—

- Asbestos millboard for packing joints, etc.
- Asbestos British Navy packing.
- Asbestos British Navy gaskets.
- Asbestos plaster cement.
- Asbestos meal.
- Asbestos cement sheets for laundries, basements, etc.

The latter have been imported into China in small quantity, and the demand for this product should increase, to take the place of the more expensive tiling now often employed for this purpose. It should also be superior to galvanized iron for many purposes. Asbestos roofing has not yet been much in demand in these markets, probably because it has never been properly introduced.

Many deposits of asbestos exist in different parts of China, but so far no surveys have been undertaken, and no scientific examination of the quality or other tests have been made by the Chinese Government; accordingly very little is known of the value of such deposits.

IMPORTATION OF MICA INTO ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

Milan, November 7, 1919.—This office is informed that the greater part of mica introduced into Italy comes from British India (Ceylon) as well as from Canada and Brazil. As regards the total quantity imported annually into Italy this is unknown owing to the fact that the Italian Government trade returns do not classify mica in an individual category but under the general heading "Stones and Earths not mentioned."

Prices vary according to dimensions and quality. For quality No. 1a, of about 440 square centimetres, the price is approximately from 110 to 120 lire per kilogramme for unstained mica, while for stained mica the price is approximately 70 to 75 lire per kilogramme.

An important electrical company at Milan with branch offices throughout Italy, as well as in France, England, Spain and South America, would be glad to take into consideration Canadian offers. The name of the firm making inquiry and telegraphic and postal address may be obtained at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (quoting file No. 24401).

NO PROSPECTS FOR MICA IMPORTATIONS IN CHINA.

TRADE COMMISSIONER J. W. ROSS.

Shanghai, November 1, 1919.—Scarcely any demand whatever exists for mica in the China markets; this not being an industrial or manufacturing country, mica is not at all employed in the arts. A small quantity is sometimes required for electric insulation, but the chief use for mica in China is for the fronts of heating stoves. Unfortunately stoves that require mica are not largely used in China, and only by the foreign population, and the number of those being comparatively small there is consequently only a small demand for stoves and stove accessories. In respect to mica it is interesting to reproduce the notes of a traveller in the far west of China upon the minerals which exist in those regions.

"A mining company has been formed by some Chinese merchants and others in Tachienlu to work mica. The capital of the company amounts to \$10,000, to raise which 200 shares of \$50 each have been issued and taken.

"The mine from which the mica will be worked is situated near Tanpalsien, north of Tachienlu, where mica is found both in outcrop and under the surface. Whilst comparatively new, the mine has been worked before, and with a measure of success, it would appear. Formerly a certain German firm had an interest in it and took the output. Latterly the frontier commissioner interfered and closed the mine, because the Chinese who were responsible exceeded the time limit of the concession granted to them and continued to work the mine without official sanction. Now it is about to be reopened entirely under Chinese management and control." (It may be said that Tachienlu is an important trading centre on the border, on the trade route between China and Tibet.)

As the location of this mine is very far removed from any market, and the difficulties of transportation from those far away places being nearly insurmountable, it is not likely that the operation of the mine in question will be a serious factor in the world's supply of mica for a long time to come.

The price of mica varies according to the size and clearness of the sheets. One dollar to two dollars per ounce for good, clear mica in large sheets would seem to be the present price, but small pieces would not fetch as much.

EXPORTS FROM JAPAN FOR THE FIRST HALF OF 1919.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, September 27, 1919.—As was shown in the first half of this report (see *Weekly Bulletin* No. 826, page 1100) exports for the first half year of 1919 showed a decline of yen 6,950,968 compared with the same months in 1918. During this period Japan's exports to Canada declined from yen 11,021,506 for the first half of 1918 to yen 7,482,962 during the corresponding months of this year, or a drop of yen 3,538,544. Particulars of the more important items of export to Canada as shown in the government returns, are as follows:—

	1919.		1918.		1917.	
	Quantity.	Yen.	Quantity.	Yen.	Quantity.	Yen.
Rice. *Picul.	16,194	288,789	49,390	614,944	95,215	699,892
Beans and peas. . . †Kin.	2,805,222	435,150	10,322,141	1,829,450	2,588,601	352,494
Tea. "	105,665	91,128	587,964	302,813	355,954	170,029
Silk tissues, habutae. "	56,113	1,062,848	55,824	1,147,052	13,462	229,153
Table cloths. No.	58,416	59,942	230,286	104,969	144,174	69,216
Buttons. . . . .	.....	150,717	.....	163,755	.....	185,442
Potteries. . . . .	.....	330,394	.....	229,453	.....	252,314
Toys. . . . .	.....	159,124	.....	178,240	.....	181,092

* Picul = 133 pounds.

† Kia = 1'32 pounds.

The total figures of export for the first six months of 1917 are herewith given with those for the corresponding period of 1918 and 1917. In each group the total is given, and then only those articles of more or less interest as competitive lines, are shown, for the information of Canadian exporters:—

EXPORTS FROM JAPAN.

	1919. Yen.	1918. Yen.	1917. Yen.
<i>Grains, Flours, Starches and Seeds—</i>			
Total.	25,542,012	63,497,401	40,245,226
Barley.	3,918	6,231	149,100
Oats. . . . .	.....	.....	10,165
Soya beans.	42,111	378,773	1,200,108
Red or white beans.	67,162	68,775	507,234
Pease.	4,225,477	11,771,417	2,554,779
Kidney beans.	9,258,362	17,928,651	11,437,906
Ground-nuts.	809,807	2,492,873	1,270,026
Wheat flour.	2,465	11,762,348	7,099,349
Starch.	7,907,810	14,609,176	6,307,009
Other.	131,570	72,916	92,295
<i>Beverages, Comestibles and Tobacco—</i>			
Total.	34,904,540	37,498,208	33,606,194
Tea.	4,142,934	4,877,738	3,222,414
Fish, and shell-fish, fresh.	395,498	216,578	212,402
<i>Fish, dried—</i>			
Cuttle.	918,974	1,518,444	1,996,642
Cod.	781,661	525,776	354,518
Sardine.	28,283	13,811	45,409
<i>Fish, salted—</i>			
Trout.	400,300	167,245	268,284
Herring.	6,115	8,274	4,259
Sardine.	42,973	28,534	51,624
Sardines, boiled and dried.	169,866	88,002	140,274
<i>Shell-fish, dried—</i>			
Awabi or abalones.	460,647	326,092	167,067
Ligaments of scallops.	380,856	354,639	379,573
Mussels.	77,737	55,377	63,025
Oysters.	81,397	64,574	87,233
Razor clams.	11,783	12,421	14,312
Shrimps and prawns, dried.	352,129	265,028	179,818
Sugar and confectionery.	9,113,102	10,096,387	12,296,931
Alcoholic liquors, beer, etc.	4,885,249	4,634,385	3,096,369
<i>Other Beverages and Comestibles (in tins and bottles)—</i>			
Total.	9,604,018	11,357,770	8,445,853
Crabs.	906,681	2,505,189	1,395,507
Salmon.	109,034	578,323	16,522
Tobacco.	291,048	481,461	528,036

EXPORTS FROM JAPAN—*Continued.*

	1919. Yen.	1918. Yen.	1917. Yen.
<i>Skins, Hairs, Horns, Tusks, etc., and Manufactures thereof—</i>			
Total..	3,512,297	3,342,423	3,344,541
Furs..	1,208,642	960,622	693,974
Leather..	1,146,803	1,468,178	1,358,733
<i>Oils, Fats, Wares, and Manufactures thereof—</i>			
Total..	14,444,499	22,369,610	9,784,681
Cocoon oil..	2,426,427	7,805,905	1,202,223
Soya bean oil..	158,286	852,668	506,683
Cotton-seed oil..	24,502	480,443	129,949
Camphor oil..	66,244	108,069	168,268
Peppermint oil..	530,649	161,671	235,784
Fish oil and whale oil..	942,505	2,378,317	1,345,279
Soaps..	2,512,445	1,964,705	2,012,053
<i>Drugs, Chemicals, Medicines and Explosives—</i>			
Total..	31,784,949	36,335,496	29,904,119
Sulphur..	945,031	1,536,575	3,138,823
Iodine..	89,153	266,737	117,434
Acetic acid..	915,632	2,073,901	1,427,031
Sulphuric acid..	236,183	111,066	247,129
Copper sulphate..	244,348	460,541	272,528
Caustic soda..	113,237	252,290	101,239
Iodide of potash..	346,778	525,145	441,222
Chlorate of potash..	778,074	734,700	818,735
Bleaching powder..	358,109	652,179	760,578
Calcium carbide..	320,750	2,256,923	275,885
Naphthalene..	128,746	228,265	155,454
Camphor..	3,012,571	2,306,704	2,889,756
Menthol crystals..	1,400,675	977,882	932,754
Insect powder..	147,833	141,770	94,528
Prepared perfumeries—			
Tooth powder and paste..	384,087	282,615	225,793
Toilet powder..	242,404	205,486	168,715
Other..	370,094	204,243	159,605
Gauze, wadding and bandages..	558,768	458,672	744,325
Matches—			
Safety..	10,712,050	11,653,567	8,070,795
Other..	2,997,498	2,545,983	2,442,081
<i>Dyes, Pigments, Coatings and Filling Matters—</i>			
Total..	3,930,376	5,235,203	2,661,785
Metal powder..	161,481	209,108	508,879
Pencils..	653,044	820,159	885,046
Inks..	266,051	264,473	182,626
Paints..	628,577	1,486,833	195,642
<i>Yarns, Threads, Twines, Cordages, and Materials thereof—</i>			
Total..	272,127,479	256,811,290	207,216,775
Silk..	203,390,340	175,414,999	150,909,213
Linen yarns..	531,182	496,214	98,874
Cotton threads..	2,047,479	1,356,506	1,026,963
Lace threads..	604,670	571,949	419,713
Threads and twines of flax, hemp, jute, etc..	1,022,025	429,000	271,934
Cordages and ropes of hemp, jute, etc..	331,221	326,961	156,450
Woollen or worsted yarns..	1,021,503	1,102,719	1,511,593
<i>Tissues and Manufactures thereof—</i>			
Total..	211,536,016	166,336,643	99,026,386
Silk tissues..	47,821,633	48,726,574	28,694,291
Cotton tissues—			
Striped tissues..	6,129,860	2,558,973	1,813,673
Spotted tissues..	478,892	164,628	105,797
Japanese towelling, plain weaves..	68,007	47,824	60,706
Imitation nankeens..	6,198,233	5,314,031	5,634,121
Dyed imitation nankeens..	979,538	575,364	372,643
Drill's and twilled shirting..	25,535,945	22,050,345	10,381,044
Cotton crepe—			
Not exceeding 20 inches..	62,328	36,595	24,460
Exceeding 20 inches wide..	3,511,166	3,117,044	2,075,759
Cotton flannel—			
Not exceeding 29 inches..	1,103,854	1,059,027	3,037,286
Exceeding 29 inches wide..	1,444,127	1,348,298	690,817
Shirtings and sheetings, grey..	44,562,476	34,416,339	17,290,830

EXPORTS FROM JAPAN—*Continued.*

	1919. Yen.	1918. Yen.	1917. Yen.
<i>Tissues and Manufactures thereof—Con.</i>			
Shirtings and sheetings, white.. . . .	10,972,561	5,209,502	2,180,638
Cotton prints.. . . .	7,736,944	2,730,191	2,683,355
T cloths.. . . .	11,432,663	6,903,683	3,443,811
Cotton ducks.. . . .	2,002,889	1,567,549	616,124
Other tissues.. . . .	10,822,774	7,795,000	5,340,541
Woollen cloth and serges.. . . .	2,483,657	288,895	1,744,839
Blankets and blanketings.. . . .	2,313,263	2,597,340	1,376,566
Manufactures of tissue.. . . .	15,028,490	14,009,955	10,951,774
Carpets and carpetings.. . . .	2,510,071	1,485,462	1,265,119
Table cloths.. . . .	1,113,491	1,054,094	1,419,679
Doilies and centres.. . . .	372,534	404,116	736,663
Fishing-nets.. . . .	687,551	594,278	446,524
Lamp wicks.. . . .	263,542	196,298	95,977
Tents and awnings.. . . .	22,866	23,983	343,121
Gunny bags.. . . .	785,644	477,043	80,058
Cotton bags.. . . .	714,196	1,255,955	654,230
<i>Clothing and Accessories thereof—</i>			
Total.. . . .	39,820,620	32,233,792	26,872,061
Shirts, stiffened.. . . .	140,754	154,753	189,543
Collars and cuffs.. . . .	136,203	94,711	65,455
Undershirts and drawers—			
Of cotton, knitted.. . . .	10,144,050	7,033,318	7,680,757
Of cotton, crapes.. . . .	828,273	1,612,860	800,464
Of silk.. . . .	154,595	124,894	38,831
Other.. . . .	962,301	176,169	90,999
Gloves—			
Knitted.. . . .	2,165,898	2,760,938	1,438,588
Other.. . . .	16,893	13,286	5,605
Socks and stockings—			
Knitted.. . . .	4,025,094	2,242,283	2,145,088
Other.. . . .	130,091	156,348	78,117
Shawls—			
Of silk.. . . .	476,651	588,304	104,029
Other.. . . .	76,391	64,228	53,743
Neckties and scarfs.. . . .	75,905	50,477	229,472
Hats, caps and bonnets—			
Of felt.. . . .	318,611	173,700	88,355
Of straw.. . . .	725,709	447,472	255,592
Imitation of Panama hats, other.. . . .	1,381,602	1,732,347	2,392,465
Boots, shoes, if leather.. . . .	2,686,085	1,440,017	1,336,566
Slippers.. . . .	348,946	331,488	219,411
Other.. . . .	1,959,146	1,027,791	573,471
Buttons, of metal, shell, bones, etc.. . . .	4,281,551	5,217,783	4,054,450
Jewellery.. . . .	2,217,734	1,945,593	1,161,306
Sashes.. . . .	491,048	614,212	562,479
Ankle bands.. . . .	978,225	1,055,713	632,344
<i>Paper and Paper Manufactures—</i>			
Total.. . . .	16,103,849	14,972,490	9,570,239
Paper, printing.. . . .	3,247,215	1,938,523	3,620,528
Paper, cigarette.. . . .	1,119,880	1,161,407	695,404
Paper, <i>ganpi</i> and <i>usuyo</i>	259,671	271,369	260,559
Paper, <i>yoshino</i> and <i>tengujo</i>	253,929	92,643	56,916
Paper, <i>torinoko</i>	926,861	589,272	183,706
Paper, <i>renshi</i>	885,170	950,144	284,293
Paper, <i>toyo</i>	99,845	73,289	90,189
Paper, pasteboard.. . . .	1,470,184	2,143,098	464,767
Paper, <i>hanshi</i> and <i>mino</i>	256,836	184,850	158,222
Paper, packing.. . . .	585,658	1,084,340	254,238
Paper, wall.. . . .	76,316	55,115	48,674
Paper, Japanese toilet.. . . .	205,671	166,326	124,499
Paper, other—			
Japanese.. . . .	124,272	111,232	103,791
Other.. . . .	2,232,231	2,914,227	569,960
Blank books and note books.. . . .	576,256	488,063	215,866
Mouth-pieces for cigarettes.. . . .	126,761	144,931	64,176
Paper napkins.. . . .	144,717	175,158	167,808
Labels.. . . .	523,005	223,799	244,056
Playing cards.. . . .	104,099	303,942	170,352
Photographs, caligraphies, and pictures.. . . .	90,529	59,064	59,487
Books and journals.. . . .	465,147	282,280	276,636
Printed matters.. . . .	544,963	318,746	182,840
Waste paper.. . . .	439,105	283,846	657,033
All other paper manufactures.. . . .	1,345,528	956,826	616,234

EXPORTS FROM JAPAN—*Continued.*

	1919. Yen.	1918. Yen.	1917. Yen.
<i>Minerals and Manufactures thereof—</i>			
Total..	20,322,864	19,701,087	14,706,726
Coal—			
Lump..	13,331,130	14,051,698	10,438,770
Dust..	2,706,043	1,954,027	1,836,825
Cement, Portland..	3,109,863	2,306,298	1,481,116
<i>Potteries and Glass Manufactures—</i>			
Total..	17,207,493	17,535,593	13,463,458
Window glass..	2,436,859	1,992,397	1,408,903
Thermos..	456,619	376,831	206,325
Other bottles and flasks..	1,871,411	1,958,325	2,264,813
Tableware..	109,389	203,113	179,889
Looking glasses..	1,075,744	958,839	788,626
Spectacles..	97,051	117,277	89,013
<i>Ores and Metals—</i>			
Total..	35,389,368	54,802,805	98,211,517
Ores—			
Zinc..	.....	.....	26,524
Tungsten..	286,857	1,199,745	287,536
Manganese..	333,495	162,639	288,742
Other..	369,681	262,989	266,865
Iron—			
Ingots and slabs..	1,328,334	1,102,523	122,201
Bars, rods, plates and sheets..	4,824,482	4,781,633	1,731,476
Wire ropes..	761,959	2,493,465	1,317,111
Pipes and tubes..	1,298,780	1,108,782	856,128
Copper—			
Ingots and slabs..	14,196,478	19,985,465	53,750,346
Plates and sheets..	1,535,333	1,060,899	766,850
Wire..	807,502	2,869,500	2,128,113
Tin foils..	735,615	305,690	165,557
<i>Metal Manufactures—</i>			
Total..	22,039,367	17,825,915	17,818,202
Insulated electric wire..	5,369,778	2,902,470	1,306,675
Implements and tools for farmers and mechanics..	494,915	524,826	255,370
Irons, pans and iron rice kettles..	215,898	162,950	140,523
Copper manufactures..	246,609	396,983	90,999
Aluminium manufactures..	827,052	635,114	275,825
Iron manufactures—			
Enamelled..	2,330,980	1,943,292	1,465,118
Cans, kerosene oil..	1,195,153	49,768	341,179
Other..	8,102,242	8,680,565	6,074,888
<i>Clocks, Scientific Instruments, Vehicles and Machinery—</i>			
Total..	15,980,078	71,744,900	44,828,440
Clocks, hanging and standing..	1,163,498	937,652	698,284
Scientific instruments, surgical..	521,563	587,324	425,883
Musical instruments..	621,249	537,572	292,357
Vehicles, cycles..	178,843	117,655	86,606
Steam vessels..	6,750	59,565,367	35,419,957
Machinery and parts thereof, and accessories thereof—			
Electric machinery..	2,055,030	1,286,804	1,192,145
Telephones..	172,002	102,824	274,760
Spinning and weaving machines..	1,734,298	1,326,943	672,411
Lathes..	152,113	501,184	374,798
Printing machines..	89,023	110,462	104,697
<i>Miscellaneous—</i>			
Total..	40,600,812	39,768,350	33,846,282
Lily bulbs..	65,920	3,490	3,861
Wood—			
Sleepers for railways..	1,452,836	739,365	553,102
Shooks..	3,499,929	4,397,850	3,455,359
Match sticks or splints..	1,377,086	776,979	470,054
Wood shavings for match boxes..	324,161	334,030	134,985
India-rubber or gutta-percha manufactures..	1,039,627	538,422	263,879
Celluloid..	676,558	839,901	513,156
Brushes—			
Hair brushes..	627,056	728,773	425,940
Tooth brushes..	3,274,950	3,147,553	1,521,418
Nail brushes..	114,847	165,528	128,392
Clothes brushes..	71,137	147,853	155,444
Electric lamps..	922,455	949,014	1,216,286
Toys..	3,846,183	4,671,913	3,326,014

SUMMARY OF THE TRADE OF JAPAN WITH ALL COUNTRIES, JANUARY 1-JUNE 30, 1919.

	Exports.			Imports.		
	Six Months Ended June 30.			Six Months Ended June 30.		
	June.	1919.	1918.	1919.	1918.	1917.
ASIA.						
China	32,379,110	220,596,848	170,617,767	Yen. 27,170,975	Yen. 96,876,311	Yen. 50,593,047
Kwantung Province	9,016,709	63,635,105	35,856,024	144,113,722	55,226,722	28,209,371
Hong Kong	4,592,793	30,031,226	33,213,326	28,273,430	498,135	505,066
British India	8,729,428	47,469,484	84,691,950	24,895,398	173,872,070	100,207,105
British Straits Settlement	2,368,675	15,376,313	23,715,236	1,358,381	12,967,592	5,544,989
Dutch India	3,471,929	22,407,841	30,419,399	14,151,532	14,062,968	4,430,586
French Indo-China	179,035	22,814,183	7,041,080	3,909,493	15,388,649	3,546,039
Asiatic Russia	6,195,335	39,119,247	9,346,177	5,348,013	1,768,078	813,674
Philippine Islands	1,198,398	8,878,987	11,022,408	2,106,478	7,418,992	6,381,839
Siam	214,731	1,027,161	2,623,978	1,106,430	2,091,708	1,776,621
Other countries	4,151	36,012	105,755	929,472	94,281	15,202
Total	68,710,294	499,412,367	408,758,100	81,758,934	380,175,506	202,023,689
EUROPE.						
Great Britain	6,549,537	44,667,014	69,637,212	6,345,294	32,756,387	32,160,683
France	2,909,583	22,708,963	73,637,274	267,132	1,090,914	2,095,012
Germany	261,691	1,035,118	.....	45,189	2,371,164	753,226
Belgium	240,671	3,580,440	.....	289	3,891	13
Italy	6,174	237,353	7,078,992	37,792	260,336	185,518
Switzerland .....	.....	.....	333,816	483,987	893,878	1,492,626
Austria-Hungary	20,366	205,839	.....	182,640	1,620	6,964
Holland .....	.....	112,761	.....	690,889	442,191	393,705
Sweden .....	.....	24,120	13,133	5,812,550	721,625	2,313,731
Norway .....	.....	1,625	2,962	130,062	51,880	111,072
Russia .....	.....	240,704	161,420	143,568	496,054	582,830
Spain	362	76,134	121,320	329,473	76,968	85,316
Denmark	136,634	382,936	50	205,407	32,586	14,514
Turkey .....	.....	.....	.....	392	2	2,530
Portugal	96	3,709	9,680	.....	642	1,957
Other countries	14,105	28,497	637,690	3,014	11,448	20,173
Total	10,138,949	73,288,471	151,563,170	65,251,991	39,200,144	40,221,870
NORTH AMERICA.						
United States	64,637,536	254,156,715	254,619,855	69,314,101	344,617,894	150,792,319
Canada	1,581,011	7,482,962	11,021,506	462,020	3,566,339	403,047

Mexico	47,503	371,432	104,499	59,064	13,128	153,717	6,320	327
Other countries.....	168,980	1,127,686	886,510	486,737	6,603	747,544	3,152	2,429
Total	66,435,030	263,138,795	266,632,370	200,167,369	69,795,852	412,498,342	348,223,705	151,198,122
SOUTH AMERICA.								
Peru.....	19,390	1,361,001	624,476	309,999	66,860	261,998	339,120	42,188
Chili.....	13,530	2,287,136	1,865,210	764,529	2,484,925	8,747,110	6,133,929	4,718,573
Argentina.....	778,034	6,107,025	5,210,430	1,191,965	772,958	1,664,588	7,167,286	2,103,246
Brazil.....	36,446	883,889	694,164	168,660	16,771	193,670	28,199	35,339
Other countries.....	116,937	791,107	270,502	181,478	.....	410,896	9,153	1,269,654
Total	964,337	11,430,152	8,664,782	2,616,631	3,341,514	11,278,262	13,672,687	8,109,000
AFRICA.								
Egypt.....	1,157,447	3,381,565	19,431,578	4,982,298	223,676	5,106,092	3,565,629	3,631,408
Cape Colony and Natal.....	251,837	3,862,642	7,311,564	1,914,586	6,905,321	28,902,365	21,549,452	6,466,869
Other countries.....	45,498	292,795	641,388	197,548	502	378,520	544,584	2,920,365
Total	1,454,782	7,537,002	27,384,530	7,094,432	7,129,499	34,386,979	25,657,665	13,018,642
ALL OTHER.								
Australia.....	2,156,963	15,551,198	26,869,269	10,688,675	1,853,925	19,080,773	17,912,893	20,659,938
New Zealand.....	460,707	2,576,632	3,242,053	2,035,859	1	59,978	6,014	8,064
Hawaii.....	688,829	3,613,000	3,064,685	3,148,212	35,085	42,842	28,618	110,406
Other countries.....	146,754	640,415	743,753	532,424	653,352	4,413,700	3,991,386	2,728,913
Total	3,453,253	22,381,465	33,919,740	16,425,170	2,542,363	23,597,293	21,939,911	23,507,321
Temporary Warehouse Unknown.....	1,398	31,505	33	136,225	2,308,148	7,591,133	9,567,529	8,664,981
Grand total	151,158,043	827,419,757	896,922,725	708,519,640	176,220,432	1,049,370,032	839,882,134	447,948,282

NORWEGIAN PULP AND PAPER MARKET PRICES.

COMMERCIAL AGENT C. E. SONTUM.

Christiania, Norway, November 8, 1919.—According to the November 1 issue of the Norwegian trade paper *Farmand*, the prices for wood-pulp were quoted at the bourse in Christiania on October 29 as follows:—

Mechanical.

Prime moist spruce pulp—
 Kr. 118 (\$31.47) per ton, f.o.b., East Norway.
 £8 per ton, c.i.f., London.
 Fr. 63.00 per 100 kg., c.i.f., Rouen.
 Prime dry spruce pulp—
 Kr. 280 (\$74.67) per ton, f.o.b., East Norway.
 £18 10s. per ton, c.i.f., London.
 Fr. 70 per 100 kg., c.i.f., Rouen.

All net cash.

Cellulose.

Prices remain firm with active demand. The quotations on above date were:—

Bleached sulphite.. . . .	Kr. 640 (\$170 67)
Unbleached easy bleaching.. . . .	500 (\$133 33)
Unbleached strong.. . . .	430 (\$114 67)
Sulphate—	
Easy bleaching.. . . .	440 (\$117 07)
Kraft pulp.. . . .	400 (\$106 67)

All per ton f.o.b., agent's commission deducted.

The paper market is quiet with prices unchanged. Exportation is advancing. America is on the market, and inquiries from the Balkan countries and the Orient are expected.

PRACTICAL SUGGESTIONS TO EXPORTERS TO BRAZIL.

TRADE COMMISSIONER G. B. JOHNSON.

Rio de Janeiro, November 4, 1919.—Considering the great number of Canadian manufacturers and other producers who have lately shown an interest in Brazil as a market for their products, and have expressed a desire to sell their goods in this country, it will be in order to offer a few practical suggestions which may help them to avoid the pitfalls experienced by some United States exporters during the past few years, who have suffered in contrast with their rivals of other countries because of their comparatively recent entry into the field of international trade on an extended scale. Some of the suggestions here offered may appear superfluous to people already engaged in foreign trade, but it is realized that considerable numbers of firms who are now looking to overseas trade to increase their business have had experience only of the domestic market, and personal knowledge very often of the North American continent only; detailed and accurate information for them is therefore essential.

UNITED STATES COMPETITION.

Brazil's trade has been overwhelmingly with Great Britain and the continent, Great Britain here, as elsewhere in the world, having the lead, which at the beginning of the war was in sight of being challenged by Germany.

The war has greatly changed this. During the war goods from Europe were almost unobtainable. The United States to some degree supplied this country's customary requirements, but even so imports fell off to an extraordinary degree. No man can say what will happen in the future, but American banking institutions and trade organizations have been and are making a great bid for trade supremacy in South America. How successful they will be remains to be seen, but there is no doubt their trade will be enormously increased over pre-war days, partly on account the abnormal period of the war and the armistice.

IMPORTANT FACTORS IN THIS MARKET.

Canadian manufacturers in some lines fear cheaper American prices in South America due to quantity production, to cheaper raw materials or to a shorter rail haul. Price is a very important factor, but it is not everything in this market. What are just as important, if not more so, are the tastes and preferences of the country, and the terms of payment.

PRICE AND QUALITY.

In a country like this, in which imported commodities are very largely consumed in the great cities, where prices of necessities are almost absurdly high, where money appears to be abundant and luxury rampant, prices are not of first consideration with the importer. This does not of course mean that importers will buy foreign goods regardless of price, but prices are not of the same importance as for instance in Canada. Good quality is of the utmost importance here as it is everywhere else when prices are high. Second quality goods of various kinds can find a ready market at lower prices, but it may be doubted if it is good policy, either national or from the individual point of view, to embark on the sale of second-rate goods.

TASTES AND PREFERENCES.

Two considerations which weigh in the Brazilian importer's mind even more than price and quality are tastes and preferences. No general statement can be made in this regard. Detailed study of the market in each community is necessary, but in regard to preference it may be stated that, generally speaking, there is warm regard here for Great Britain. Trade in the past has been mostly from Great Britain, whose products have a reputation for soundness and durability unequalled, and whose business men are noted for integrity and fair dealing. Canada is looked upon as British and consequently shares in this reputation. This is a distinct advantage. Without knowing much about what Canada produces, there is a readiness to buy from her which is surprising—an expression not only of the great English houses here but Brazilian as well. If Canadian firms will follow British precedents, always supply goods equal to samples, be careful in packing so that the goods may arrive in Brazil in as good condition as when they leave Canada and endeavour to meet the Brazilian importers' wishes in regard to terms of payment they will often be preferred to competitors of other countries even if prices are somewhat higher.

A very small number of unscrupulous firms can almost ruin a country's reputation for business integrity by attempting to exploit a distant market with goods not up to sample, by bad packing and a reluctance to meet the importer's wishes in regard to terms of payment.

PACKING, ETC.

That goods must be up to sample goes without saying. Proper packing is not so well understood, but is a highly important matter. Goods arriving from Canada and the United States are often packed in such a flimsy manner and reach their destination in such a deplorable condition of wreckage that the packing might almost be said to reveal a weakness of mind in regard to the necessities of the case. Even the envelopes of business letters often show a similar disregard of the necessities of the case, the edges being at least frayed, and the contents often bursting out, simply because an envelope, suitable for carrying a letter from one part of Canada to another, is not strong enough to travel half way round the world. It is also worth noting that such envelopes often bear domestic postage only. This may appear to be a small matter, but it leaves an unfavourable impression on a possible customer. And bad packing, weak envelopes and insufficient postage are, it must be confessed, a weakness confined largely to North American firms.

ANIMALS QUARANTINED IN CANADA.

The Department of Customs advises (Memorandum of Customs 2356-B), that the quarantine regulations under the Animal Contagious Diseases Act have been amended by adding thereto the following subsection:—

“19 (b) Every transportation company bringing animals to Canada by vessel, or by rail, or otherwise, and every officer and servant of every such transportation company having charge of or control of such animals shall be guilty of an offence against these regulations if any of the said animals be landed in Canada without a permit for importation when a permit is required by these regulations.”

TRADE OF ST. LUCIA, 1918.

TRADE COMMISSIONER E. H. S. FLOOD.

Barbados, November 12, 1919.—The total trade of St. Lucia for 1918 was £730,906. The imports were £368,122 and the exports £362,784. There was a falling off of approximately £25,000 as compared with 1917 as less goods were imported. The exports, however, kept up and showed a slight increase. There was a partial failure in the sugar crop and a decline in the bunker coal trade. The United Kingdom took the bulk of the staples and was the island's best customer. The exports to Canada were much below the average.

Imports.

The value of the imports has been increasing since the war up to last year. Due largely to the difficulties of transportation there was a fall last year of £50,000. Less goods were imported from the United Kingdom and the United States, but a small increase from Canada, as will be seen in the following table:—

Countries—	1916.	1917.	1918.
United Kingdom.. . . .	£ 89,118	£ 64,241	£ 59,432
United States.. . . .	211,957	277,396	227,933
Canada.. . . .	29,204	39,637	44,155
Other countries.. . . .	.....	.....	—
Total.. . . .	<u>£365,281</u>	<u>£416,968</u>	<u>£368,122</u>

IMPORTS FROM THE UNITED STATES AND CANADA.

From the above table it will be seen that there was a considerable falling off in imports from the United States. There was also a small decline in imports from the United Kingdom, whereas Canada made an increase. Of the goods imported from the United States coal for bunkering accounted for £155,241, leaving for other goods—foodstuffs and manufactures—a value of £72,692. Imports from Canada in 1913 amounted to only £12,150, and have now risen to £44,155.

FLUCTUATIONS IN THE IMPORTS.

Among the items in the imports showing an increase was butter, which rose in value £1,300; oats also showed an increase in value though a less quantity was imported. Oleomargarine increased, as did also boots and shoes, cotton piece-goods, chemical manure, matches—the bulk of which came from Canada—drugs and medicines, metals, nails and raw materials, painters' colours, common soap—most of which came from the United Kingdom, Canada supplying about 40 tons. Among the decreases was fish, which dropped £1,000 in value. There was a falling off of nearly £3,000 in the value of fish shipped from Canada, and a corresponding increase from Newfoundland. In flour

there was a total decline but an increase from Canada, the decline being in American flour. Decreases also took place in meat and vegetables. In coal the falling off was £23,231. There was also a less import in apparel, cotton goods, haberdashery and millinery, hats and bonnets, and a small decrease also in cordage and twine.

The principal articles imported, with quantity and value, will be seen in the following table:—

PRINCIPAL ARTICLES IMPORTED INTO ST LUCIA, 1918.

Articles.	Country of Origin.	Quantity.	Value.	Total Value.
			£	£
Beer and ale.....	United States	5,210	1,446	—
	Canada	3,482	494	—
	Others	288	84	2,024
Whisky, (gal.).....	United Kingdom		1,367	—
	Canada		225	1,592
Horned cattle (No.)	Barbados	10	145	—
	St. Vincent	50	406	—
	Venezuela	50	750	1,306
Butter (cwt.).....	United States	147	1,762	—
	France	132	1,805	—
	Canada	164	1,391	—
	Others		70	4,928
Coffee				1,672
Fish (cwt.).....	Canada	2,001	5,464	—
	Newfoundland	2,521	5,914	—
	United States	41	134	11,512
Oats (bush.)	United States	622	593	—
	Canada	731	667	1,260
Rice				3,446
Flour (bags).....	United States	2,449	4,671	—
	Canada	16,589	25,335	30,006
Lard	United States			1,944
Oleomargarine				3,035
Meat				2,611
Oil, cotton-seed (gal.)	United States	11,580	5,235	—
	Barbados	3,762	1,567	6,802
	West Indies			1,575
Salt				3,806
Tobacco				193
Cigarettes				—
Vegetables (bbl.).....	Canada		617	—
	Bermuda		1,355	—
	United States		311	2,463
Coal (tons).....	United States	41,348		155,241
Oil, kerosene (gal.).....	United States	52,800		3,421
Oils, others				1,001
Apparel	United Kingdom		1,794	—
	United States		936	—
	Others		142	2,872
Bags and sacks				6,194
Boots and shoes (doz.).....	United Kingdom	211	1,071	—
	United States	1,585	5,528	—
	Canada	31	85	—
	Others	328	385	7,069
Cement	United States			2,668
Cordage and twine (cwt.).....	United Kingdom	59	1,754	—
	United States	36	207	—
	Canada	104	630	1,591
Cotton piece-goods	United Kingdom		18,349	—
	United States		7,663	—
	Others		12	26,024
Cotton manufactures.....	United Kingdom		1,951	—
	United States		436	2,387
Haberdashery and millinery	United Kingdom		1,675	—
	United States		447	—
	Others		225	2,347
Hardware, hollow	United Kingdom		648	—
	United States		1,018	—
	Canada		188	1,854
Hats and bonnets	United Kingdom		969	—
	United States		215	1,184
Machinery	United Kingdom		2,697	—
	United States		2,391	—
	Canada		603	5,691

PRINCIPAL ARTICLES IMPORTED INTO ST. LUCIA, 1918—*Continued.*

Articles.	Country of Origin.	Quantity.	Value.	Total Value.
			£	£
Manures, chemical.....	United Kingdom.....		3,366	-
	Others.....		1,183	4,549
Matches.....	United States.....		108	-
	Canada.....		1,444	-
	Others.....		147	1,679
Medicine and drugs.....	United Kingdom.....		1,454	-
	United States.....		1,506	-
	Canada.....		659	-
	Others.....		122	3,741
Metals.....	United Kingdom.....		1,448	-
	United States.....		878	-
	Canada.....		165	2,491
Rails and raw material.....			89	-
			1,595	1,684
Painters' colours.....	United Kingdom.....		63	-
	United States.....		996	-
	Canada.....		283	1,342
Paper.....	United Kingdom.....		1,170	-
	United States.....		1,152	-
	Canada.....		216	-
	Others.....		293	2,830
Soap, common (cwt).....	United Kingdom.....	2,086	5,155	-
	United States.....	258	669	-
	Canada.....	780	1,511	7,355
Wool, manufactured.....	United Kingdom.....		1,517	-
	United States.....		21	1,538
Parcel post.....				3,460

Exports.

The value of the exports last year was £362,784 as compared with £337,195 in 1917. There was a drop in the value of coal bunkered of about £30,000, which was more than made up by the increased value of the staple products of nearly £60,000. Of foodstuffs exported the products of the colony, the value was £183,529; of bunker coal £162,902, and the balance of ships' stores and minor articles. Practically all the sugar and a considerable share of the other staples went to the United Kingdom, valuing £147,319. The United States took £25,558, principally in cocoa and limes, and Canada £3,030—much less than in any previous year. The decrease in the value of the exports to Canada is accounted for by the drop in sugar from 18,000 cwts. in 1917 to the small figure shown in the table.

The detailed exports to Canada are as follows:—

Article—	Quantity.	Value.
Cocoa.....cwt.	15	£ 51
Curios.....		10
Casks, empty.....	17	17
Fruit, preserved.....		5
Hides.....	1,332	840
Molasses.....gal.	27,141	1,988
Sugar.....cwt.	167	119
Total.....		£3,030

SUGAR.

Sugar still holds the premier position among the agricultural products exported, though the industry as a whole shows no advance. Last year there was less sugar produced than in 1917 by over 1,000 tons. Roundly stated, the sugar crop of the island amounts to 5,000 tons, whereas last year the return was only 2,952 tons, the lowest figure on record. Considering the high price at which sugar is now marketed, this diminution must indicate a generally lessened interest in the cultivation of sugar.

COCOA AND LIMES.

The superintendent of agriculture in his report refers to the popular belief that cocoa is a declining industry, whereas this appears to be due only to the shipping restrictions occasioned by the war. Last year the quantity exported constituted a record. This was to some extent due to the fact that a large quantity of cocoa had been stored in the island waiting a market. In examining the exports in four-year periods it will appear that instead of a decline there has been an advance. The export for the year under review was 35,609 cwt., being 23,893 cwt. over the previous year.

Considerable progress has also been made in the lime industry. Owing to shipping restrictions, fewer green limes were exported, but a greater quantity of concentrated lime juice, the concentration of which was undertaken to reduce bulk so as to meet the high ocean freight rates. The total lime crop in barrels of fruit shows a very considerable increase in the last few years, as seen in the following statement:—

Year.		Quantity.
1914..	barrels of fruit.	12,765
1915..	" "	21,363
1916..	" "	22,489
1917..	" "	18,180
1918..	" "	45,223

PROGRESS IN THE MINOR INDUSTRIES.

Under this caption the Superintendent of Agriculture calls attention to the large number of coconuts which are being obtained and the increase in the exports, and points out that the high cost of imported foodstuffs has been partly met by an increase in the local consumption of this nut, which is in itself strong evidence of the development of the industry. The value of the exports, including copra, was £872. Bee-keeping, it is also noticed, has been on the increase, the high price of honey proving a strong stimulant in this direction. The quantity of honey gathered was more than double the average of recent previous years and the value, £4,845, several times greater. A new industry, principally in the hands of the East Indian coolie, is rice-growing, which appears to have made during the war a substantial progress. The superintendent in referring to this industry states: "In view of the fact that something like £3,000 worth of rice is imported into this island annually, there is a good local market for this crop, and every inducement and encouragement should be given to those who are engaged in developing this industry. It is estimated that something like 5,000 cwt. of paddy are now raised annually in the colony."

TANNING LEATHER.

This may be considered also as one of the recently introduced industries. The leather now used appears to be largely of local manufacture. It is not possible to estimate the quantity of leather tanned, but the steady decline in the number of hides exported in a measure indicates the progress of the industry. Previous to 1917 the average number of hides exported was upwards of 5,000, but in the last two years this has dropped to about 1,500. Drugs, spices, bay oil and some other of the minor industries show a fair degree of progress.

The following table will show the chief exports from St. Lucia:—

Chief Exports from St. Lucia, 1917, 1918.

Articles—	1917.	1918.
Sugar products—		
Sugar, vacuum pan cwt.	80,270	58,878
" muscovado.. . . . "	3,985	167
Molasses and syrup.. . . . gal.	178,310	56,236
Cacao products—		
Cacao... cwt.	11,716	35,610

Chief Exports from St. Lucia, 1917, 1918—Continued.

Articles—	1917.	1918.
Lime products—		
Concentrated juice.gal.	11,199	31,890
Raw juice.	12,177	80
Distilled lime oil.	300	1,447
Green limes.bbl.	4,068	733
Cocoonut products—		
Cocoonuts.	139,096	110,437
Copra.cwt.	120	196
Honey products—		
Honey.lb.	46,724	50,070
Beeswax.	96	77
Spices—		
Nutmegs.	2,315	5,698
Mace.	132	884
Vanilla. . . . .	.....	891
Various products—		
Oranges.	10,550	36,470
Mangoes.	882,200	—
Cassia fistula.lb.	1,360	824
Kola.	5,411	14,261
Bay oil.gal.	616	223
Hides.	1,833	1,432
Farine.lb.	.....	350
Fish oil.gal.	.....	400
Forest products—		
Logwood.tons.	735	860
Firewood.cu. ft.	173,487	234,403
Brooms (made from palm leaves).doz.	2,074	1,844
Posts.cu. ft.	906	346
Cedar.	4,596	841
Boards.	2,734	5,578
Hoe sticks.	1,562	216
Charcoal.lb.	134,945	223,203
Shingles.	23,000	42,000

COMMERCIAL NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Business Conditions in New South Wales.

Sydney, November 1, 1919.—Drought conditions still continue to exist in this State and the position is reflected at the cattle and sheep yards, where large numbers are daily offered in a very poor condition. Many of these animals have been sent in from the pastoral districts on account of the shortage of feed and water, owners realizing that it is better to sell them than allow them to die. Although the drought is fairly general it does not apply to the whole State, many places having been blessed with rain of late which has enabled owners to carry on.

Business is, however, fairly good considering the general conditions pertaining, and the consumptive demand is very insistent notwithstanding the high prices demanded. Supplies of commodities are not nearly so large or varied as in pre-war times, but the position in that respect may be said to be improving as time goes on.

The State statistician recently issued his monthly figures, showing a slight decrease in the high cost of living, but it is not very apparent to the ordinary observer.

New South Wales Wheat Prospects.

The area sown with wheat this season in New South Wales is 2,995,900 acres, as compared with 3,231,580 in 1918, 3,828,440 acres in 1917, 4,498,310 acres in 1916, and 5,122,245 acres in 1915. This season's acreage is the lowest since 1912.

The decrease in the area is due on the one hand to the cultivation of smaller areas on the various holdings, and on the other hand to the fact that the number of wheat holdings has declined. The rainfall early in the year was very deficient and

continued to be so throughout the winter months. In some parts of the state it is hopeless for the farmers to expect to reap wheat owing to the stunted growth, and stock is being turned in to eat it down. Farmers who have even a fair chance of a grain yield are reserving their crops, as the general impression is that higher prices for wheat will rule later on.

Products Manufactured at the Steel Works, Newcastle, N.S.W.

Additions are continually being made to the works of the Broken Hill Proprietary Co., Ltd., Newcastle (sixty miles from Sydney), and the weekly production is rapidly increasing. Following are the principal products now manufactured:—

Structural steel and plates for shipbuilding.

Cast steel stern parts for same.

Rails and fishplates for Australian, New Zealand and South African railways.

Heavy steel ingots for forging crank shafts for steamers.

Wire rods for wire drawing.

Merchant bars.

Steel blooms for drawing railway axles and tires.

Beam, channel, and angle iron for structural purposes.

Heavy steel castings for new blast furnace.

Cast steel housings for blooming mill.

New Shipping Services to Australia.

A new line of steamers to trade between China and Australia has just commenced operations. Almost all the capital is Chinese and the aim of the company is to develop trade with China. It is proposed that Melbourne and Hong Kong be the terminal ports at present, but Shanghai may be included later on.

Advice has also been received at Sydney that the Royal Packet Steam Navigation Co. will shortly commence a new service from Java ports to Chile and Peru (South America) and that the vessels will call en route at Sydney and/or Melbourne.

Cost of Shipbuilding at Sydney.

During the progress of the war H.M.A.S. *Brisbane* was built at, and launched from, Cockatoo Island dockyard, Sydney. The cost of this vessel was recently officially stated to be £776,000, as compared with the cost of H.M.A.S. *Sydney*, £385,000, and H.M.A.S. *Melbourne* £405,000. Both these latter vessels were built in Great Britain just prior to the war, and all are practically sister ships, as there is very little difference in tonnage, armaments, and rating.

Most of the material was imported and difficult to obtain, and the mechanics employed were inexperienced, consequently the cost of building the *Brisbane* was necessarily very high.

Paper Manufacture in New South Wales.

The paper shortage, together with the abnormal ruling prices, has of recent years added much to the burdens of newspaper proprietors, particularly the country press.

At the recent annual conference of the Country Press Association the position was discussed, and the State Premier stated that, guided by its scientific officers, the Government has been engaged during the past eighteen months in a series of experiments to show whether the manufacture of paper could not be carried out in Australia.

Material for the production of paper had been sent to North America for testing purposes, and, although the paper produced had not been actually received, cable reports of a most satisfactory nature had come to hand.

Mountain gum is one of the principal timbers relied on for manufacturing purposes, but one of its chief obstacles is the cost of conveying the timber from the forest to the mill. Tests have shown that the dried wood returned 57·9 per cent of fibre, and 40 per cent when in the ordinary state.

Lowered Estimate of 1919 Australian Sugar Crop.

Compared with last year it is estimated that there will be a reduction of 35,000 tons of sugar refined, and the total will be 152,714 tons less than the amount manufactured in 1917. The estimated total will be about 155,000 tons, which is considerably less than the estimate formed last May. This is largely due to the long and continued drought and damage by frosts. The high prices of implements and fertilizers, and the scarcity of the latter during the past few years, has had a deterrent effect on production.

Demand for Optical Goods in New South Wales.

There is a good demand for all descriptions of optical supplies in New South Wales, particularly spectacle frames, rimless mountings and clips of various qualities, also spectacle lenses.

An old-established firm of manufacturing and importing opticians is desirous of hearing from Canadian manufacturing concerns who are desirous of doing business in this part of the world.

Attention is drawn to trade inquiry No. 3425, in this number of the *Weekly Bulletin*, page 1212.

CHANGES IN AUSTRALIAN DUTIES ON PICKS, SHOVELS AND CHAINS.

The Australian Trade Commissioner in Melbourne, Australia, reports that the Australian Customs Department has made new classifications for picks and shovels which were formerly dutiable as tools of trade and are now classified as manufactures of metals not otherwise enumerated and are taxed at the rate of 33 per cent when imported from the United Kingdom and at the rate of 38½ per cent when imported from other countries. Chains for use in harnessmaking which were formerly admitted at 5 per cent general rates and free from the United Kingdom are now classified under leather manufactures in which they are used and dutiable also at 33 per cent when imported from the United Kingdom and 38½ per cent when imported from other countries.

AUSTRALIAN IMPORTS AND EXPORTS, 1918-19.

ACTING TRADE COMMISSIONER C. HARTLETT.

Melbourne, October 27, 1919.—The preliminary figures relating to the trade of Australia for the year 1918-19, which were issued by the Department of Trade and Customs in August last, have been revised and some details of imports and exports made available.

In the previous announcement by the Department the imports were valued at £98,791,320 and the exports at £112,648,347, but the amended figures show the correct totals to be £93,485,050 and £106,805,985 respectively. Possibly the movements of gold, which are not disclosed in the returns, may account for the difference in the two statements.

The value of the principal articles imported and exported during the past two years are appended for the purpose of comparison.

Further information as to the distribution of the trade amongst the various countries with which the Commonwealth had trading relations during the year, the extent to which Canada participated and other details of interest to Canadian manufacturers and exporters, will not be available for some months.

Principal Imports.

	1917-18.	1918-19.
<i>Foodstuffs of animal origin, but excluding living animals—</i>		
Fish—		
Preserved in tins.. . . .	£ 788,728	£ 343,148
All other.. . . .	64,306	41,343
Meats—		
Preserved in tins.. . . .	54,044	19,091
All other, including sausage casings.. . . .	113,985	120,339
Milk and cream.. . . .	42,458	30,825
All other animal foodstuffs.. . . .	16,728	20,361
<i>Foodstuffs of vegetable origin—</i>		
Caramel, caramel paste, caramel butter, and cocoa butter.. . . .	45,399	89,883
Confectionery—		
Chocolate.. . . .	28,737	1,291
Other.. . . .	23,701	1,438
Fruits, dried.. . . .	42,856	52,087
Fruit, fresh—		
Apples.. . . .	21,046	116
Bananas.. . . .	137,140	88,785
All other.. . . .	2,713	552
Grain and pulse—		
Unprepared.. . . .	50,996	123,820
Prepared, rice.. . . .	388,311	260,561
All other.. . . .	10,649	9,484
Hops.. . . .	5,272	33,803
Mustard.. . . .	51,059	43,595
Nuts, edible.. . . .	194,256	131,756
Pickles and sauces.. . . .	93,881	112,860
Sago and tapioca.. . . .	125,445	77,281
Spices.. . . .	129,093	144,580
Sugar (cane).. . . .	278,985	1,052,123
All other vegetable foodstuffs.. . . .	272,856	201,463
<i>Beverages (non-alcoholic) and substances used in making—</i>		
Cocoa and chocolate.. . . .	204,793	391,125
Coffee and chicory.. . . .	81,893	93,501
Tea.. . . .	1,551,784	1,955,139
All other non-alcoholic beverages.. . . .	5,520	9,435
<i>Spirituous and alcoholic liquors—</i>		
Ale, beer and porter, cider and perry.. . . .	58,141	50,877
Spirits (beverages)—		
Brandy.. . . .	82,118	45,390
Gin.. . . .	63,604	66,221
Rum.. . . .	25,029	17,765
Whisky.. . . .	1,040,015	1,020,619
Other.. . . .	38,463	23,733
Wine (fermented)—		
Sparkling.. . . .	20,569	16,762
Other.. . . .	20,635	19,444
<i>Tobacco and preparations thereof—</i>		
Tobacco—		
Manufactured.. . . .	92,895	123,550
Unmanufactured.. . . .	424,982	733,350
Cigars.. . . .	84,530	92,629
Cigarettes.. . . .	43,833	47,685
Snuff.. . . .	506	714
<i>Live animals.. . . .</i>	88,316	38,098
<i>Animal substances (mainly unmanufactured) not foodstuffs—</i>		
Gelatine and glue of all kinds.. . . .	75,826	76,069
Skins—		
Hides (calf, cattle and horse).. . . .	152,968	428,047
Sheep.. . . .	18,617	18,000
Other.. . . .	228,530	225,082
Yarns—Wool, including hosiery yarn.. . . .	2,717	903,553
All other animal substances.. . . .	14,712	32,293

Principal Imports—Continued.

	1917-18.	1918-19.
Wood and wicker, raw and manufactured—		
Timber—		
Dressed..	35,003	62,239
Undressed..	1,368,409	1,787,012
Wood and wicker manufactures, including furniture..	255,158	280,723
Wood-pulp..	39,266	47,094
Earthenware, cement, china, glass and stoneware—		
Cement (Portland)..	11,017	180
Earthenware, china, etc..	301,139	487,459
Glass and glassware..	433,188	823,107
All other earthenware, cements, china, glass and stoneware..	51,698	155,971
Paper, stationery—		
Paper—		
Cardboard and other paper boards..	109,928	324,954
Printing..	1,074,002	1,786,363
Wrapping of all colours..	209,014	467,295
Writing and typewriting..	345,752	943,751
All other..	387,540	696,450
Stationery—		
Books (printed), directories, etc..	549,724	668,339
All other..	327,578	503,838
Jewellery, timepieces and fancy goods—		
Fancy goods..	455,849	767,853
Jewellery, including cameos, etc..	413,713	367,148
Watches, clocks, chronometers, etc..	195,870	292,758
Optical, surgical, and scientific instruments—		
Films, for kinematographs, etc..	292,030	159,704
Surgical and dental instruments..	133,418	212,170
Talking machines—phonographs, etc..	92,877	139,299
All other optical and scientific instruments..	183,095	215,778
Drugs, chemicals and fertilizers—		
Drugs and chemicals—		
Acid, tartaric..	109,258	129,468
Calcium—carbide..	135,786	144,129
Cream of tartar..	286,013	510,535
Cyanides of potassium and sodium..	112,418	110,875
Perfumery and toilet preparations..	174,140	241,522
Proprietary medicines..	297,859	272,867
Sodium carbonate (soda ash and crystals)..	126,520	220,298
" hydroxide (caustic soda)..	102,669	185,086
Sulphur (brimstone)..	310,904	253,258
All other..	1,181,290	1,948,409
Fertilizers..	478,113	390,090
Miscellaneous—		
Brushware..	132,494	199,485
Electrical material—cable and wire (covered)..	181,214	607,717
Instrumental, musical—		
Pianos and parts..	295,512	312,322
Other, and parts..	92,806	72,533
Matches and vests..	206,125	374,983
Soap..	43,031	67,887
All other articles..	1,287,177	2,364,348
Gold and silver, and bronze specie—		
Gold..	Information cannot be disclosed.	
Silver..	148,111	97,872
Bronze specie..	24,271	8,000

Principal Exports.

Foodstuffs of animal origin but excluding living animals—		
Butter..	4,904,417	3,192,916
Butter substitutes..	84,872	98,713
Cheese..	350,819	118,855
Meats—		
Potted or concentrated..	238,933	356,924
Beef..	3,698,693	2,472,786
Lamb..	166,670	119,029
Mutton..	285,977	1,179,402
Rabbits and hares..	985,190	319,948
Preserved in tins..	2,363,033	3,797,612
Other..	605,337	973,069
Milk and cream..	1,029,424	1,096,801
All other animal foodstuffs..	186,855	381,483

Principal Exports—Continued.

	1917-18.	1918-19.
<i>Foodstuffs of vegetable origin—</i>		
Biscuits.. . . .	380,867	374,142
Fruits, dried—		
Currants.. . . .	134,654	100,326
Raisins.. . . .	114,510	95,523
Other.. . . .	17,133	57,191
Fruits, fresh—		
Apples.. . . .	10,552	125,741
Other.. . . .	35,929	42,607
Grain and pulse, unprepared—		
Wheat.. . . .	5,990,298	11,334,655
Other.. . . .	149,182	213,337
Grain and pulse, prepared—		
Flour (wheaten).. . . .	4,419,185	5,818,785
Rice.. . . .	221,161	166,147
Other.. . . .	187,726	374,738
Jams and jellies.. . . .	1,410,548	1,851,993
All other vegetable foodstuffs.. . . .	796,823	941,650
<i>Beverages (non-alcoholic) and substances used in making—</i>		
Tea.. . . .	163,100	136,808
All other non-alcoholic beverages.. . . .	68,269	87,863
<i>Spirituuous and alcoholic liquors—</i>		
Ale, beer and porter, cider and perry.. . . .	50,532	73,227
Spirits (beverages).. . . .	131,365	160,354
Wine.. . . .	101,887	201,168
<i>Tobacco and preparations thereof.. . . .</i>	280,836	287,531
<i>Live animals—</i>		
Cattle.. . . .	12,577	6,940
Horses.. . . .	502,557	190,018
Sheep.. . . .	24,899	39,783
All other live animals.. . . .	3,926	2,587
<i>Animal substances (mainly unmanufactured) not foodstuffs—</i>		
Skins—		
Hides (calf, cattle, horse).. . . .	364,417	584,212
Rabbit and hare.. . . .	1,158,466	1,316,550
Sheep.. . . .	827,399	1,941,713
Other.. . . .	502,425	561,041
Pearl shell.. . . .	347,964	316,186
Wool—		
Greasy.. . . .	16,982,025	31,479,990
Scoured and washed.. . . .	6,094,040	10,351,553
Tops.. . . .	1,510,799	935,212
All other animal substances.. . . .	111,050	179,412
<i>Vegetable substances and fibres—</i>		
Bark, tanning.. . . .	45,690	14,675
Copra.. . . .	204,590	487,090
Sandalwood.. . . .	103,942	138,945
All other vegetable substances and fibres.. . . .	130,696	190,822
<i>Apparel, textiles and manufactured fibres—</i>		
Boots and shoes.. . . .	147,289	350,388
All other apparel.. . . .	296,691	570,251
All other textiles, including bags, cordage, etc.. . . .	750,791	639,659
<i>Oils, fats and waxes—</i>		
Oil, cocoanut.. . . .	127,332	136,098
Tallow, unrefined.. . . .	908,786	2,172,268
All other oils, fats and waxes.. . . .	343,366	475,210
<i>Paints and varnishes.. . . .</i>	74,072	131,093
<i>Stones and minerals used industrially—</i>		
Coal.. . . .	260,351	387,422
All other stones and minerals used industrially.. . . .	64,453	54,593
<i>Ores and metals, unmanufactured or partly manufactured—</i>		
Copper ingots and in matte.. . . .	3,115,253	2,220,558
Iron and steel—bar, rod, hoop, ingots, etc.. . . .	123,160	284,533
Lead—pig and in matte.. . . .	3,212,481	2,891,306
Ores and concentrates—		
Tin.. . . .	28,385	2,088
Wolfram.. . . .	161,400	161,771
Zinc.. . . .	351,318	429,559
Other.. . . .	167,699	225,303
Tin ingots.. . . .	1,064,663	974,471
Zinc—bars, blocks, etc.. . . .	11,387	101,591
All other metals unmanufactured or partly manufactured.. . . .	35,075	208,385

Principal Exports—Continued.

	1917-18.	1918-19.
<i>Machines and machinery, other manufactures of metal—</i>		
Machines and machinery.. . . .	288,061	493,084
Other manufactures of metal.. . . .	523,807	959,235
<i>India-rubber and India-rubber manufactures; leather and manufactures of leather, and substitutes therefor—</i>		
India-rubber and manufactures.. . . .	207,023	224,126
Leather and manufactures.. . . .	785,172	2,197,219
<i>Wood and wicker, raw and manufactured—</i>		
Timber.. . . .	239,452	238,899
Wood and wicker manufactures, including furniture.. . . .	41,560	49,976
<i>Earthenware, cement, china, glass and stoneware..</i>	62,578	87,038
<i>Paper, stationery—</i>		
Paper.. . . .	52,310	62,603
Stationery.. . . .	96,139	111,619
<i>Jewellery, timepieces and fancy goods—</i>		
Precious stones, unset.. . . .	79,197	150,718
All other jewellery, timepieces and fancy goods..	33,035	89,975
<i>Optical, surgical and scientific instruments.. . . .</i>	122,381	108,150
<i>Drugs, chemicals and fertilizers—</i>		
<i>Fertilizers—</i>		
Ammonium sulphate.. . . .	211,322	350,098
Superphosphates.. . . .	179,691	95,623
Other.. . . .	48,538	39,156
Oil, eucalyptus.. . . .	77,219	83,706
All other drugs and chemicals.. . . .	339,178	647,879
<i>Miscellaneous—</i>		
Soap.. . . .	146,327	146,892
Vessels transferred abroad.. . . .	17,050	367,000
All other articles.. . . .	557,119	576,357
<i>Gold and silver, and bronze specie—</i>		
Gold.. . . .	Information cannot be disclosed.	
Silver.. . . .	1,191,807	2,021,992
Bronze, specie.. . . .	65	40

CUBAN MARKET CONDITIONS.

The following report of prices ruling on the Havana Produce Exchange for the week ending November 21 has been furnished by Enrique R. Margarit, S. en C., 66 San Ignacio street:—

FISH IN DRUMS.

Importation, 150 packages.

Prices for fish in good condition keep from 14 to 15 cents on haddock and codfish, and 11 cents for hake.

FISH IN CASES.

Three thousand six hundred and five packages arrived.

Demand for fresh imported goods was enhanced, but this does not apply to fish in cold storage. We quote from \$13 to \$21 for black nape and from \$18 to \$24 for white nape.

CHEESE.

Some gouda cheese is expected to arrive from Holland, to which buyers will give preference. The product from the United States and the other manufactured in the country are sold from 23 to 65 cents per pound.

HERRINGS.

Importation, 285 boxes.

Weather for this fish is good, but bloaters that are being offered continue to be sold from \$1.50 to \$2.

POTATOES.

Importation, 13,018 bags and 14,159 barrels.

Although demand continues good, prices get down, being sold from 4 to 4½ cents in bags and from \$7.50 to \$8 in barrels.

Exchanges—

New York sight from $\frac{1}{4}$ to $\frac{3}{4}$ per cent P.

London sight from \$4.10 to \$4.12 per £ sterling.

NO MARKETS FOR MICA IMPORTATIONS IN BRAZIL.

Mr. G. B. Johnson, Canadian Trade Commissioner at Rio de Janeiro, in response to an inquiry, writes under date October 30, that there is no prospect for mica importations into Brazil, as it is a mica-exporting country.

In 1913 the exports were 10 tons, valued at \$8,000, and in 1917, 97 tons, valued at \$130,000. The imports were nil.

MADRID.

Madrid, the capital of Spain and of the province of Madrid, a part of New Castile, is situated in the centre of the country, on the left bank of the Manzanares, a sub-affluent of the Tagus, 2,140 feet above sea-level, and is surrounded by a barren and extensive plain, treeless save in the vicinity of the city, and stretching northward to the snow-capped Serra de Guadarrama. Until recently Madrid was surrounded by a wall 20 feet high pierced by five large and eleven small gates.

The Puerta del Sol—a view of which appears on the front page of this number of the *Weekly Bulletin*—is the centre of Madrid, the largest of its many plazas, and from which many of the principal streets diverge. The city has undergone much modern improvement—electric and horse cars, gas, electricity, telephones, and improved sanitation have shown remarkable expansion in the last decades. The following are the principal industries: tobacco, leather goods, chocolate, beer, boots and shoes, plated-ware, coaches, gloves and fans. Retail business is mainly in the hands of foreigners, mostly French; but the wholesale trade is generally in the hands of native houses. Madrid has good rail connections with Paris and Lisbon and the chief cities of the peninsula. Population (estimate of December 31, 1917), 648,760.

HIDES FROM EUROPE OR SOUTH AMERICA.

The Department of Customs advises (Memorandum of Customs No. 2355-B), that hides, imported from Europe or South America, must not be unloaded from the ship until necessary steps have been taken to insure their proper disinfection.

Collectors of Customs are instructed to promptly notify by telegraph the Veterinary Director General, Department of Agriculture, Ottawa, of the arrival at Canadian ports of all consignments of such hides, giving the country of origin, name of importer and destination.

APPLE PRICES IN ENGLAND.

The following cables have been received from Mr. J Forsyth Smith, Fruit Trade Commissioner, Liverpool:—

Glasgow (November 26): 829 barrels of Ontario apples ex ss. *Cassandra* sold: No. 2 Ben Davis 32s., No. 3's 25s.; No. 2 Baldwins 31s.; No. 1 Pewaukee 27s., No. 2's 26s. 6d., No. 3's 23s.; No. 1 Golden Russet 52s., No. 3's 29s.; No. 1 Spy 42s., No. 2's 24s. to 29s., No. 3's 22s.; No. 2 Greening 25s. Ontario apples in boxes ex ss. *Cassandra*: No. 1 Baldwin 17s. to 18s., No. 2's 16s.; No. 1 Cranberry 15s.; No. 1 King 17s. Maine Baldwin 33s. to 40s. per barrel for No. 1's and 33s. to 36s. for 2's; No. 1 Greening 26s., No. 2's 18s.; No. 1 Ben Davis 31s. 840 boxes British Columbia apples: No. 1 Jonathans 20s. 10d., No. 2's 19s. 6d.; No. 1 Blenheim 18s. to 19s. 6d., No. 2's 16s.

Manchester (November 27): No. 1 Maine Baldwin 33s. to 40s., No. 2's 27s. to 34s.; No. 1 Spy, few best 42s., others 26s. to 35s., No. 2's 23s. to 30s.; No. 1 Ben Davis 25s. to 31s.; No. 1 Stark 27s. to 35s.; No. 1 Greening 24s. to 28s.; No. 1 Russet 29s. to 35s. California Newtowns 20s., Fancy Wenatchee Jonathans, large sizes 8s. to 12s., very small sizes 20s. 10d.

Liverpool (November 28): 4,000 barrels of Nova Scotian apples ex ss. *Royal* of packages slack. No. 1 King, few best 40s., others 31s. to 37s., No. 2's 29s. to 36s., of packages slack. No. 1 King, few best 40s., others 31s. to 37s. No. 2's 29s. to 36s., Domestic 26s. to 30s., No. 3's 21s. to 25s.; No. 1 Blenheim 26s. to 34s., No. 2's 24s. to 32s., Domestic 20s. to 24s.; No. 1 Ribston, few best 27s. to 28s., others 19s. to 23s., No. 2's 16s. to 20s., Domestic 16s. to 21s.; No. 1 Pewaukee 17s. to 20s., No. 2's 13s. to 15s.; Domestic Ontario 15s. to 16s. California Newtowns 19s. to 20s. 10d.; Idaho Rome Beauty, Fancy grade, 12s. to 17s. for large sizes and 18s. to 20s. 6d. for medium sizes per box, "C" grade 12s. 9d. to 14s. 6d.; Newtowns, "C" grade 16s. to 18s. for large sizes and 20s. for medium sizes; "C" grade Jonathan, large sizes 16s. to 18s., medium sizes 20s. 10d.; "C" grade Winter Banana, large sizes 16s., medium sizes 20s. 6d.; "C" grade Oregon Newtown 20s. 10d.

Glasgow (November 28): 3,248 barrels Ontario apples ex ss. *Sicilian*, in good condition. No. 1 Baldwin 51s. to 55s., slacks 35s. to 37s., No. 2's 38s., Domestic 32s. to 39s., No. 3's 21s. to 29s.; No. 1 Pewaukee 39s., Domestic 30s., No. 3's 26s.; No. 1 Stark 33s. to 40s., No. 2's 27s., Domestic 24s. to 27s., No. 3's 26s. 6d.; No. 1 Ben Davis 30s. to 35s., No. 2's, few best 43s., others 27s. to 34s., Domestic 23s. to 25s., No. 3's 20s. to 27s.; No. 1 Spy 46s. to 54s., slacks 33s. to 36s., No. 2's 40s. to 42s., Domestic 28s. to 34s., No. 3's 26s. to 31s., slacks 15s. to 20s.; No. 1 Golden Russet 45s. to 49s., No. 2's 38s. to 45s., No. 3's 22s. 4,317 boxes of British Columbia apples. No. 1 Jonathan 20s. 10d., No. 2's 19s. 3d. to 19s. 6d. California Newtowns 18s. 6d. to 20s. 10d. Oregon Ben Davis, jumble pack, 15s. per box; Winesap, jumble pack, 17s. 6d.; Extra Fancy King 20s. 10d., Fancy 18s. to 19s. 6d., "C" grade 15s. 3d. to 16s.; Extra Fancy Jonathan 20s. 6d. for very small sizes, "C" grade 14s. 6d. for large sizes and 16s. 6d. to 17s. 6d. for medium sizes.

London (November 27): 850 barrels of Nova Scotian apples ex ss. *Kanawha*: No. 1 King, few best, 35s., others 25s. to 33s., No. 2's 26s. to 30s., Domestic 21s. to 28s., No. 3's 21s. to 25s.; No. 1 Blenheim, few best, 34s., others 25s. to 32s., No. 2's 24s. to 31s., Domestic 18s. to 23s., No. 3's 19s. to 27s.; No. 1 Ribston, few best, 36s. to 41s., others 27s. to 32s., No. 2's 32s. to 41s., Domestic 24s. to 26s., No. 3's, few best 32s. to 37s., others 25s. to 30s.; No. 1 Golden Russet 54s. to 56s., No. 2's 49s. to 51s., Domestic 33s. to 40s., No. 3's 33s. to 35s.; No. 1 Baldwin 30s. to 35s., No. 2's 28s. to 30s., Domestic 21s. to 27s., No. 3's 18s. to 25s. California Newtown 18s. to 18s. 6d. per box. This market is very weak and sales are slow and draggy. Supply

of English apples is expected to last beyond January. SS. *Castellano* not yet cleared. SS. *Kanawha* carries 20,000 barrels of Nova Scotian apples, which are landing in unsatisfactory condition, with a large proportion of slacks.

NOTE.—We are advised by Mr. J. Forsyth Smith that he has approached the British Ministry of Food in an effort to obtain a free market in Great Britain for Canadian apples. Although prices for barreled apples are now well below maximum, the experience of the Ministry of Food in removing the control price on other commodities has been such that they cannot see their way clear to permit free entry of Canadian apples. There is therefore no probability of a free market for apples this year.

Liverpool (December 1): 2,000 barrels Nova Scotian apples ex ss. *Royal Transport*, 50 per cent slack: Kings No. 1 25 to 31s., Domestic 23 to 24s., No. 3's 24s.; Baldwins, No. 1 34s. 6d., Domestic 22s. 6d., No. 3's 17 to 18s.; Blenheims, No. 1 26 to 34s., slacks 22 to 25s., No. 2's 20 to 25s., Domestic 18s., No. 3's 16 to 19s.; Starks, No. 1 23 to 26s., Domestic 19 to 25s., No. 3's 14 to 15s.; Ribstons, slacks, No. 1 20 to 22s., No. 2's 19s., Domestic 18s., No. 3's 14 to 15s.; mixed varieties, slacks, No. 1 19s., No. 2's 16s., No. 3's 12 to 14s.; tight Domestics 24s. 6d. Maine Baldwins, No. 1 36 to 42s., No. 2's 27 to 39s.

Manchester (December 2): 17,519 barrels Nova Scotian apples ex ss. *Manchester Shipper* and *Manchester Port*, 58 per cent Domestics and No. 3's; market very weak, especially for inferior grades. Kings, No. 1, few best lots 35 to 37s., others 27 to 34s., No. 2's 26 to 33s., Domestic 22 to 29s., No. 3's 16 to 23s.; Blenheims, No. 1's, few best lots 28 to 30s., others 20 to 27s., No. 2's 21 to 25s., Domestic 15 to 20s., No. 3's 12 to 18s.; Baldwins, No. 1's 29 to 36s., No. 2's 22 to 29s., Domestic 23 to 27s., No. 3's 15 to 20s.; Ribston, No. 1's 21 to 27s., No. 2's 19 to 25s., Domestic 16 to 22s., No. 3's 12 to 18s.; Stark, No. 1's 29 to 36s., No. 2's 24 to 25s., Domestic 20 to 26s.; Fallawater, No. 1's 28 to 32s., No. 2's 27s., Domestic 22 to 26s., No. 3's 20s.; Greenings, No. 1's 27s. 6d., Domestic 20 to 24s., No. 3's 15 to 16s.; Peewaukee, No. 1 24 to 27s., No. 3's 13s. 9d.; Wagener, No. 1's 34 to 42s.; Jonathan, No. 1's 55s.; Golden Russet slacks, No. 1's 48s., No. 2's 36s., No. 3's 30s. Car B.C. Baldwins sold at 12 to 14s. per box. Car Ontario apples ex ss. *Manchester Division*, inferior grades, Spies, No. 3's 25 to 28s.; Ben Davis, Domestic 22s. Washington Rome Beauty 11s. 6d. to 17s. 9d.

Liverpool (December 3): 3,799 barrels Nova Scotian apples mainly ex ss. *Hartmore*: Kings, No. 1's 32 to 36s., No. 2's 24 to 29s., slacks 17 to 19s., Domestic 21 to 28s., slacks 18 to 21s., No. 3's 13 to 16s.; Baldwins, No. 1's 31 to 33s., No. 2's 24 to 26s., Domestic 19 to 23s., No. 3's 15 to 18s.; Pewaukee, No. 1's 18s. 6d., No. 2's 13s. 6d., Domestic 15s.; Golden Russet, No. 1's 52 to 53s., No. 2's 36s.; Greening, Domestic 17 to 20s.; Starks, No. 1's 24 to 26s.; Ribstons, No. 1's 22 to 24s., No. 2's 20s., Domestic 15s. to 16s.; Ontario, No. 1's 14 to 16s., Domestic 14s. 6d. Maine Baldwins, few best lots 45 to 48s., others 30 to 38s.; Spy, 27 to 30s.; Ben Davis 29 to 33s. Virginia York Imperials, few best lots 46 to 49s., others 34 to 40s. California Newtowns 19s. 8d. Washington Winesaps, Fancy, 16s. to 19s. 6d.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

TRADE MARKS, PATENTS, AND COPYRIGHT IN CHINA.

Legislation Urgently Required.

(London Times Trade Supplement.)

A series of cases in the Shanghai Mixed Court has recently again brought the vexed subject of trade marks much to the fore. There is no trade mark law in China, in consequence of which foreign goods are widely copied and base imitations foisted on the Chinese public, with disastrous results to the fame of the marks or "chops" by which foreign firms distinguish their goods. The British are the principal sufferers, in fact almost the only sufferers, for reasons which will appear. Some degree of redress is possible because in the Mackay Treaty of 1902 there is a clause which imposes on China the obligation "to afford protection to British trade marks against infringement, imitation, or colourable imitation by Chinese subjects." No regulations, however, as to the nature of the protection to be given were published.

In the years 1912-15 proceedings were taken in some thirty cases in the Mixed Courts in the various treaty ports in which injunctions were obtained against sellers of fraudulent imitations, small fines and short terms of imprisonment being inflicted in some cases. Occasionally the Chinese authorities proved obstructive, but on the whole they showed readiness to move. In 1916 the Board of Agriculture and Commerce, in consequence of representations from the British Legation, issued instructions to the provincial authorities to warn the people that the counterfeiting of foreign trade marks and wrappers for illicit profit was "injurious to the reputation of the foreign manufacturers concerned, and discouraging to the development of native industries," but still nothing in the shape of regulations ordering punishment in cases of violation. These instructions, however, had a good effect and resulted in many proclamations concluding in the fine old manner "Let all tremble and obey." One recited the case of cigarettes of inferior quality being packed in wrappers of a well-known brand and warned merchants against "mixing fishes' eyes with pearls."

ARTICLES COMMONLY IMITATED.

The articles commonly imitated are candles, cigarettes, and particularly soaps, while there are cases relating to biscuits, pink pills, singlets, handkerchiefs, etc. Of the three recent Shanghai cases two dealt with soap and toilet cream, and in each perpetual injunctions were obtained and an order for delivery of the goods concerned for destruction. The plaintiffs, however, had to pay their own costs and got little satisfaction, for while they have succeeded in putting a stop to the retail sale in Shanghai of imitations of their goods, they cannot follow up imitations distributed throughout the provinces and take similar action possibly hundreds of times over. That is one of the great difficulties as regards trade marks in China that the state of the judiciary is such that a trade mark law if enacted would in the beginning at any rate have little chance of enforcement outside the treaty ports.

The third Shanghai case is of particular interest, for in it the origin of the imitated article was disclosed. Usually action is taken only against the vendor of the offending goods, owing to the difficulty of getting at the manufacturer. In this case, however, the Chinese seller, when summoned to appeal before the Mixed Court, reported the fact to the Japanese firm from which he obtained the goods, and they wrote him a letter as follows: "The undersigned on March 13 sold to Messrs. Tung Chang-tai five cases of handkerchiefs, each case containing 300 dozens and marked Morimura Trading Company, Shanghai. The company hereby assumes responsibility for any difficulties arising out of the disposal of the goods.—(Signed) Morimura Trading Co." During the proceedings it was proved that the handkerchiefs in question were an inferior imitation of a well-known brand belonging to a British firm, while the boxes in which they were contained were an almost exact replica of those used by the plaintiffs. The judge specially commented on the fact that the imitation was so close as to include the plain-

tiffs' "Regd. Trade Mark No. 122172," thereby conclusively proving fraudulent intention. The defendants hoped to deflect liability from themselves to the Morimura Trading Company, but in this were disappointed, the judge holding them liable as an agent. Yet for what is characterized as "piracy" the judgment went no further than granting a perpetual injunction and delivery for destruction. The plaintiffs thus secured only the destruction of 21 boxes found, while the remaining 1,479 dozens of handkerchiefs are in use somewhere, to the discredit of their brand. The vendors lose only the 21 dozen, while the manufacturing firm gets off scot free.

UNSATISFACTORY POSITION.

This unsatisfactory result is due to the absence of any arrangements between Great Britain and Japan regarding trade marks in China. Trade marks legislation in China would not give a British firm ground for action against a Japanese firm selling imitations of British goods in China, for under the operation of extra-territoriality all foreigners are exempt from Chinese law. Between Japan and the United States there is such an arrangement, so that an American who has registered his trade mark in Japan can take action in a Japanese Consular Court against Japanese infringing American trade marks in China. A similar arrangement exists between Japan and France. For many years this has been a difficulty between British and Japanese in China, the latter freely imitating British goods and the former having no means of redress, except by obtaining an injunction against Chinese vendors, relief which, as has been shown, can be obtained only at considerable expense at a few points. All attempts to come to terms with Japan on the subject have failed because the British Government have always stood out for recognition of the principle of priority of user, while the Japanese refuse to recognize anything but priority of registration. Under the system proposed by the British any long-established British trade mark would hold the field not only in Japan, but so far as Japanese are concerned in China, as the British merchant in China would have recourse against Japanese imitators in Japanese consular courts. Under the other system it would be open to any Japanese to jump in with a colourable or even an exact imitation of British trade marks, registering them in his own name, whereafter his position would be good at law in Japan, and also in China, or in any other country subject to extra-territoriality. Until Japan and Great Britain come to an agreement on the subject British trade in China must continue to suffer severely from Japanese imitations. As regards China, she has frequently submitted drafts of proposed trade mark law to the powers interested, but these have not met with acceptance, for the reason that in them has always been adopted the Japanese principle of priority of registration, which can never accord with the interests of countries in which industry has long been established.

NO CHINESE PATENT LAW.

Nor is there any patent law in China, although the necessity for its enactment, on account of the Chinese skill and adaptability in engineering, is becoming increasingly apparent. The engineering colleges are turning out clever engineers who are likely to evolve methods suitable to their own country and worthy of protection elsewhere. The Chinese are at the point when they are liable at any moment to begin manufacturing machinery on their own account, and legislation for the protection of foreign patents is obviously desirable in foreign interests. Literary copyright is another thing urgently requiring protection in China. At present the Government gives protection only to books specially prepared for the use and education of the Chinese people. Valuable scientific works, published in Europe at great cost, are now being reprinted word for word in China, where they command a considerable sale, at prices far below those prevailing in the country of origin. This is an injustice to foreign publishers which cannot but greatly increase as education spreads in China and the demand for all kinds of educational as well as medical and scientific works increases. In relation to all of these three subjects, trade marks, patents, and copyright, it is high time that the powers interested should make combined representations to the Chinese Government.

SCHEMES FOR INDUSTRIAL DEVELOPMENT IN ICELAND.

(British Export Trade Gazette.)

Iceland, judged by ordinary data, is not a great market, for it has a population of barely 100,000 all told, and until now its progress has been so dominated by Denmark that it has had little opportunity of economic expansion. By a recent agreement with its mother country, however, it has obtained full powers for working out its own destiny, both in internal and foreign affairs, and almost at once a new era of commercial and industrial development has dawned. Already a scheme has been projected for providing hydro-electric power for a number of new industries, particularly the production of atmospheric fertilizers and the treatment of metallic ores; a new industrial town is to be established near Reykjavik; proposals have been put forward for important harbour improvements; and the trawler industry is making rapid progress on modern lines; while it is proposed to set up a curing industry in order to obviate taking each catch to a British port.

There are at present three electric cold stores on the island, but that is no reason why these should not be added to. A regular demand exists for up-to-date trawlers and also for motor-boats, the latter ranging from 6 horse-power to 50 horse-power. From England the principal imports besides the above are building material, cotton goods, and ready-made clothing. Hardware supplies have so far been chiefly obtained from Denmark, or from Germany via Denmark. The war brought a good deal of prosperity to Iceland, and this fact accounts for much of the present activity of the importers of the island.

FRANKFURT INTERNATIONAL FAIR.

(London Times Trade Supplement.)

The first Frankfurt International Fair, which was held from October 1 to 15, was organized and financed by a group of bankers and business men. It was open not only to manufacturers, but to wholesale dealers and merchants also. The general public were also admitted.

It is calculated that about 2,600 firms held floor space. The original accommodation in the Festhalle provided for 600 exhibitors, consequently several buildings in the vicinity had to be taken over. One hundred and ten foreign firms were represented, forty from Holland, forty from Switzerland, and some from France and Italy. The Swiss exhibits were mainly confined to textiles, the French to pharmaceutical and perfumery articles, and the Italian to yarns.

The Commissioner attached by the Federation of British Industries to the Supreme Economic Council in Cologne visited the fair, and in his report on the German exhibits gives some valuable information.

In the toy section numbers of stuffed animals, bears, rabbits, cats and dogs were shown in materials of a low quality. Teddy bears with movable limbs and head, about 12 inches long, were 105 marks per dozen (felt), 94 marks per dozen (stuff), and 78 marks per dozen (shoddy). The prices of brushes of good quality and exhibited on a large scale were 600 per cent above pre-war prices. Some supplies of pigskin bristles are coming from Russia, and wood fibre is obtainable in Germany.

Quartz glass was exhibited. Its development is due to the shortage of crucible material. Being able to withstand 1,300 degrees Celsius, it is in great demand in laboratories. Sixty firms exhibited cheap jewellery, and are said to have transacted considerable business with the United States, South America, Holland, and France. Prices have increased 400-500 per cent on pre-war rates.

In the furniture section there were excellent displays of wicker and cane articles. Better quality "Peddig" cane is scarce, and is being replaced by split Spanish cane varnished and German willow. Big orders were accepted for the Swiss market. Large coloured mats made from a Russian grass, in every way as good as cocoa fibre, were very attractive.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending November 28, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	155,051	33,464	93,249	...	25,681	307,445
Empire Elevator Co.	139,832	162,443	159,728	23,675	16,210	501,888
Consolidated Elevator Co.	553,825	117,997	73,715	45,157	10,438	801,132
Ogilvie Flour Mills Co.	323,940	181,134	84,466	...	27,583	617,123
Western Terminal Elevator Co.	241,127	68,681	13,581	30,921	5,673	359,983
G. T. Pacific	454,228	231,768	43,676	30,820	21,434	781,926
Grain Growers' Grain Co.	216,867	289,594	123,550	...	36,605	696,616
Fort William Elevator Co.	159,398	252,617	17,818	791	9,543	440,167
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	340,850	33,136	28,295	43	69	402,393
Port Arthur—						
Port Arthur Elevator Co.	547,321	220,077	125,812	151	38,622	931,983
Sask. Co-op. Elev. Co.	452,376	241,549	57,176	26,849	11,706	789,656
Can. Govt. Elev.	95,384	60,900	19,502	46,738	3,225	225,749
Thunder Bay	232,040	188,363	109,121	8,984	8,592	547,100
Davidson & Smith	79,386	93,251	25,818	...	...	198,455
Eastern-Richardson	295,023	151,959	42,517	10,967	28,564	529,030
Grain afloat—						
Vancouver Can. Govt. Elevator	2,649	28,169	1,363	...	...	32,181
Total public terminal elevators	4,319,297	2,355,102	1,019,387	225,096	243,945	8,162,827
Saskatoon Can. Government Elevator..	422,212	393,957	1,538	...	†3,671	817,707
Moosejaw Can. Government Elevator..	348,156	192,995	6,056	4,867	1,270	557,015
Calgary Can. Government Elevator...	1,463,858	293,616	13,906	182	5,518	1,777,080
North Transcona, C.P.R.			...	...	...	-
Total interior terminal elevators	2,234,226	880,568	21,500	5,049	10,459	3,151,802
Depot Harbour.....			None in store.			
Midland—						
Aberdeen Elevator Co.	316,971	393,746	67,549	...	...	778,266
Midland Elevator Co.	126,806	558,048	250,808	...	164,492	1,100,154
Tiffin, G. T. P.	1,097,871	...	...	...	...	1,097,871
Port McNicoll	2,306,702	551,402	30,000	...	...	2,888,104
Collingwood.....						-
Goderich—						
Elevator & Transit Co.	204,692	63,235	...	...	...	267,927
Western Canada Flour Mills Co., Ltd.	410,903	...	...	...	...	410,903
Toronto—						
Campbell Flour Mills Co.	119,864	21,334	...	...	...	141,198
Kingston—						
Montreal Transportation Co.	...	...	...	...	...	-
Commercial Elevator Co.	...	...	None in store.	...	...	-
Port Colborne Dom. Govt. Elevator ..	...	...	...	...	...	-
" Maple Leaf Milling Co., Ltd.	835,630	...	...	...	...	835,630
Prescott.....						-
Montreal—						
Harbour Commissioners Nos. 1 and 2.	4,115,996	491,343	52,813	...	16,725	4,676,877
Montreal Warehousing Co.	1,656,810	56,587	10,622	...	...	1,724,019
Ogilvie Flour Mills Co.	927,395	...	...	...	...	927,395
Quebec Harbour Commissioners	374,754	53,676	...	...	...	428,430
West St. John, N.B., C.P.R.	316,385	39,807	1,491	...	...	357,683
St. John, N.B., Can. Nat. Rys.	429,319	...	...	...	...	429,319
Halifax, N.S., Can. Nat. Rys.	72,119	...	41,082	...	...	113,201
Total public elevators	13,312,217	2,229,178	454,365	...	181,217	16,176,977
Total quantity in store	19,865,740	5,464,848	1,495,252	230,145	435,621	27,491,605

† Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended November 28, 1919.

Grades.	Account Imperial Government.	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		6,337	78,091		84,428
No. 1 Northern.....		1,076,882	1,246,996	5,277,985	7,601,863
No. 2 ".....		1,107,875	342,943	3,097,440	4,548,258
No. 3 ".....		733,885	137,025	2,597,442	3,470,352
No. 4 Wheat.....		198,253	7,286	439,395	644,934
No. 4 Special.....				368,990	368,990
No. 5 Wheat.....		46,522	803	40,258	87,583
No. 6 ".....		22,665		14,170	36,835
Other.....		1,124,878	421,082	1,476,537	3,022,497
Totals.....		4,319,297	2,234,226	13,312,217	19,865,740
Oats—					
No. 1, Special.....		110	11,124		11,234
No. 2, ".....			14,886		14,886
No. 2, ".....		622,950	207,107	297,569	1,127,626
No. 3, ".....		486,294	98,609	883,319	1,468,222
Ex. No. 1 Feed.....		32,749	165,132	23,881	221,762
No. 1 Feed.....		107,211	138,053	92,651	337,915
No. 2 ".....		398,885	76,214	241,157	716,256
Other.....		706,903	169,443	690,601	1,566,947
Totals.....		2,355,102	880,568	2,229,178	5,464,848
Barley—					
No. 3, extra C. W.....		709		25,824	26,533
No. 3, C. W.....		267,285	4,766	149,228	421,279
No. 4 ".....		459,089	7,217	67,549	533,855
Feed.....		115,656	4,263	84,537	204,456
Rejected.....		44,751	1,939	127,227	173,917
Other.....		131,897	3,315		135,212
Totals.....		1,019,387	21,500	454,365	1,495,252
Flax—					
No. 1, Northwestern Canada.....		197,978	3,757		201,735
No. 2, C. W.....		17,438	1,149		18,587
No. 3, ".....		3,844	4		3,848
Rejected.....			3		3
Other.....		5,836	136		5,972
Totals.....		225,096	5,049		230,145
Rye—					
No. 1, C. W.....		1,051			1,051
No. 2, ".....		152,389		42,938	195,324
No. 3, ".....					
No Grade.....		14,713			14,713
Rejected.....		36,372			36,372
Other.....		39,420	6,788	138,282	184,490
Totals.....		243,945	6,788	181,217	431,950
Corn.....			3,671		3,671
Total quantity in store.....		8,162,827	3,151,802	16,176,977	27,491,606

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended November 28, 1919.

PUBLIC TERMINAL ELEVATORS.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Receipts. Rail....	2,968,186	1,004,771	421,552	78,261	67,319		4,540,089
Shipments—							
Lake	3,046,520	1,408,218	261,996	37,713	78,893		4,833,340
Rail	89,727	51,274	50,053	2,414	7,141		200,609

INTERIOR TERMINAL ELEVATORS.

Receipts.....Rail....	166,253	184,462	6,017	2,938			359,670
Shipments—							
Rail	50,016	130,205	3,764	1,550			185,536

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts.....Lake...	2,100,841	705,470	287,200	27,704	164,492		3,285,707
Shipments—							
Rail.....	2,833,294	483,281	163,043	27,704			3,507,322

LOWER LAKE PORTS.

Receipts..... { Vessel.	874,802						874,802
{ Rail....	38,103	2,880					40,988
Shipments—							
Vessel.....	588,080						588,080
Rail.....	271,385						271,385

ST. LAWRENCE PORTS.

Receipts..... { Vessel.	173,469						173,469
{ Rail....	1,710,313	40,442					1,750,755
Shipments—							
Vessel.....	554,822	41,433	80,122		17,200		693,577
Rail.....	117,221	53,304					170,525

SEABOARD PORTS.

Receipts..... Rail....	307,665						307,665
Shipments—							
Vessel.....	889,486						889,486

TOTAL PUBLIC ELEVATORS IN THE EAST.

Receipts ... { Lake....	3,049,112	705,470	287,200	27,704	164,492		4,333,978
{ Rail.....	2,056,036	43,322					2,099,408
Shipments—							
Lake	2,032,388	41,433	80,122		17,200		2,171,143
Rail	3,221,900	536,585	163,043	27,704			3,949,232

Quantity of Wheat and other Grain in Store at Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East on November 28, 1919, and with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>November 28, 1919.</i>			
Public Terminal Elevators.....	4,319,297	3,843,530	8,162,827
Interior Terminals.....	2,234,226	917,576	3,151,802
Public Elevators in the East.....	13,312,217	2,864,760	16,176,977
Total.....	19,865,740	7,625,866	27,491,606
<i>November 29, 1918.</i>			
Public Terminal Elevators.....	7,624,179	4,722,503	12,346,682
Interior Terminals.....	2,797,860	1,078,313	3,876,173
Public Elevators in the East.....	12,655,759	928,283	13,584,042
Total.....	23,077,798	6,729,099	29,806,897
<i>November 30, 1917.</i>			
Public Terminal Elevators.....	6,357,873	6,151,030	12,508,903
Interior Terminals.....	115,308	1,000,128	1,115,436
Public Elevators in the East.....	13,902,046	2,592,342	16,494,388
Total.....	20,375,227	9,743,500	30,118,727
<i>December 1, 1916.</i>			
Public Terminal Elevators.....	12,519,729	8,043,801	20,563,530
Interior Terminals.....	521,404	215,560	736,964
Public Elevators in the East.....	6,215,560	11,020,435	17,235,995
Total.....	19,256,349	19,279,796	38,536,145
<i>December 3, 1915.</i>			
Public Terminal Elevators.....	9,234,914	6,273,259	15,508,173
Interior Terminals.....	664,016	76,272	740,288
Public Elevators in the East.....	7,464,795	5,427,940	12,892,735
Total.....	17,363,725	11,777,471	29,141,196
<i>December 3, 1914.</i>			
Public Terminal Elevators.....	4,119,602	2,712,456	6,832,058
Interior Terminals.....	1,222,069	573,318	1,795,387
Public Elevators in the East.....	8,328,445	3,736,097	12,064,542
Total.....	13,670,116	7,021,871	20,691,987

Quantity of United States Grain in Store at the Public Elevators in the East for the week ended November 28, 1919.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour.....				242,849		242,849
Harbour Commissioners Nos. 1 and 2.....					708	708
Midland Elevator Co.....	63,957		50,323			114,280
Can. Nat. Ry., St. John, N.B.....				15,170		15,170
Total.....	63,957		50,323	258,019	708	373,007

NEW INCORPORATIONS.

Dominion.

Williams-Nolan Company, Limited. Incorporators: Frederick Lowry Shouldice, Austin de Bernus Winter, and William Gordon Egbert, barristers-at-law; Legh Aquila Walsh, student-at-law, and Ada Belle Ready, stenographer—all of Calgary. Capital \$96,000, divided into 960 shares of \$100 each. Chief place of business, Calgary, Alta.

The Knit-To-Fit Manufacturing Company, Limited. Incorporators: Waldo Whittier Skinner and George Gordon Hyde, K.C.'s; John Gerard Ahern, advocate; Ronald Cameron Grant, accountant, and Elizabeth Russell McKenzie, stenographer—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal.

Clark Dental Manufacturing Company, Limited. Incorporators: William James Beaton and Harold William Alexander Foster, solicitors; George Alexander Drew and Alastair John Polson, students-at-law; and Elizabeth Young, stenographer—all of Toronto. Capital \$75,000, divided into 750 shares of \$100 each. Chief place of business, Toronto.

Special Auto Service of Canada, Limited. Incorporators: William Beverley Wood, broker; Clara Gertrude Hiblet, book-keeper; Richard Alfred Leaker, accountant; Helen Hyland and Hazel Loveys, stenographers—all of Toronto. Capital \$100,000, divided into 2,000 shares of \$50 each. Chief place of business, Montreal.

F. A. Williamson Manufacturing Company, Limited. Incorporators: Frederick Alexander Williamson, manufacturer; James King Rochester, financial agent; Peter J. Campbell, merchant; Irene Williamson, married woman; and Beatrice Mary Louisa Rochester, spinster—all of Renfrew. Capital \$50,000, divided into 1,000 shares of \$50 each. Chief place of business, Renfrew.

Moore, Cameron and Hill, Limited. Incorporators: Arnold Wainwright, Aubrey Huntingdon Elder, Felix Winfield Hackett and John de Gaspé Audette, advocates; and Darley Burley-Smith, clerk—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Howard Smith Paper Mills, Limited. Incorporators: John Joseph Meagher and James Edouard Coulin, K.C.'s; Henri Crapeau, advocate; Cyril Patrick Nolan, law-student; Alice Knowlton Reid, stenographer; Hugh Wylie, accountant; and Christina Imrie, clerk—all of Montreal. Capital \$7,000,000, divided into 70,000 shares of \$100 each. Chief place of business, Montreal.

D. D. Gordon, Limited. Incorporators: Duncan Douglas Gordon, sales manager; James Dennis Cunningham, insurance agent; Thomas Arthur Beament, barrister-at-law; Myrtle Corr and Mona Devine, stenographers—all of Ottawa. Capital \$75,000, divided into 750 shares of \$100 each. Chief place of business, Ottawa.

The Canada Aseptic Cotton Works, Limited. Incorporators: Philippe Trottier, expert accountant; Leo Houle, chemist engineer; and Basile Forget, mechanic—all of Montreal; Raphael Fortier, chemist engineer, and Joseph Auguste Lessard, manager—all of Laval Des Rapides. Capital \$250,000, divided into 10,000 shares of \$25 each. Chief place of business, Montreal.

St. Maurice Power Company, Limited. Incorporators: Howard Murray and William Stephen Hart, managers; Julian Cleveland Smith, engineer; James Wilson, accountant; and Gordon Walters MacDougall, K.C.—all of Montreal. Capital \$6,500,000, divided into 65,000 shares of \$100 each. Chief place of business, Montreal.

Motion Pictures, Canada, Limited. Incorporators: Howard E. Forster and Percy LeRoy Sanford, barristers-at-law; Walter Kingsley Jull, Lorne Lawrence Miller and Harold Clarie Johnston, students-at-law—all of Calgary. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Calgary.

W. H. Yates Construction Company, Limited. Incorporators: William Henry Yates, jr., contractor; Edward Herbert Ambrose and Arthur Burgess Turner, barristers-at-law; William Hazell, student-at-law; and George Alexander Young, clerk—

all of Hamilton. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Hamilton.

British Columbia.

Canadian Western Steamships, Limited. Capital, \$2,000,000. Registered office, Vancouver.

Dominion Medicines, Limited. Capital, \$150,000. Registered office, Vancouver.

Gilroy-McKay Lumber Co. Capital, \$100,000. Registered office, Port Alberni.

Marsh-Bourne Construction Company. Capital, \$250,000. Registered office, Vancouver.

Ontario.

E. T. Carter and Company, Limited. Incorporators: James Leith Ross, Arthur Wellesley Holmstedt, and Arthur Beresford Mortimer, barrister-at-law; and Edith Mary Carruthers and Aileene Ritchie, stenographer—all of Toronto. Capital \$400,000, divided into 4,000 shares of \$100 each. Head office, Toronto.

The International Pyrite Company, Limited. Incorporators: Colin Alexander Smith, broker; Alfred Horace Pace, building superintendent; John George Adair, accountant; Frederick William Scott, clerk; and Frances Kinsella, stenographer—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Head office, Toronto.

The Wachman Mining and Milling Company, Limited. Incorporators: Henry Porter Cooke, barrister-at-law; Hazel Vicars Cooke, married woman; Rupert Holyoake Moore, insurance agent; and Evelyn Smith and Kathleen Dowsett, stenographers—all of Kenora. Capital \$500,000, divided into 100,000 shares of \$5 each. Head office, Dryden.

Premier Gold Mining and Exploration Company, Limited. Incorporators: William J. Elliott and Engus Albert Sproul, merchants; Fred. Wellington Ferguson, division court clerk; Percy James Knox, solicitor; and Edward Charles Symon, real estate agent—all of New Liskeard. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, New Liskeard.

T. W. Gray and Bryan, Limited. Incorporators: Thomas William Gray and John William Bryan, merchants; Margaret Gray and Sarah Jane Bryan, married women; and Wallace Hedley Gray, office clerk—all of Woodstock. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Woodstock.

General Building Corporation, Limited. Incorporators: Louis Michael Singer, barrister-at-law; Grace Jessie Huffman, stenographer; Edward Charles Foot, office clerk; and Benjamin Luxenberg, and John Richard Huffman, students-at-law—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Head office, Toronto.

The Snider Flour Milling Company, Limited. Incorporators: Walter James Snider, Byron Schwartz and Eugene Anthony Berges, millers; and Elena Snider, married woman—all of Woolwich; and Noah Stroh, Waterloo, book-keeper. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Conestoga.

The Essex Tobacco Company, Limited. Incorporators: Walter Moneriet Stewart, manufacturer; and Thomas Caverhill, company secretary; both of Montreal; Thomas Hicks Sharp, George Jasperson and Bonzano Jasperson—all of Kingsville. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Kingsville.

Gould Allied Mines, Limited. Incorporators: James Kenniston Paisley, hotel-keeper; Charles William Mitchell, capitalist; Harold Hastings Short, accountant; and Gladys Johnston and Minnie Blakely, stenographers—all of Ottawa. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Ottawa.

Canadian Phonograph Motors, Limited. Incorporators: William Preston, David McKenzie Wright and John Roger Macdonald, manufacturers; and John Stevenson and John Brown, brokers—all of Stratford. Capital \$100,000. Head office, Stratford.

TENDERS INVITED.

Australia.

Tender forms and specifications have been received from Mr. C. Hartlett, Acting Canadian Trade Commissioner, Melbourne, for material required by the Electrical Supply Department of the city of Melbourne, the Victorian Government Railway Department, Melbourne, and the New South Wales Government Railway Department, Sydney.

These tender forms are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer to File No. 20927).

Tenders, in conformity with the specifications, are to be addressed respectively to the Chairman of the Electrical Supply Committee of the council of the city of Melbourne, Town Hall, Melbourne, the Secretary, Victorian Government Railways, Melbourne, and the Secretary, New South Wales Government Railways and Tramways, Sydney.

Particulars of the requirements are briefly outlined thus:—

Electrical Supply Department, City of Melbourne.

No.	Date of Closing.	Particulars.
461.	March 10, 1920.	7,950 yards 0.15 square inches and 2,200 yards 0.10 square inches lead sheathed 6,600 volt split conductor cables and accessories, as specified.
464.	March 10, 1920.	6,600 volt switchgear for switch house, etc., as specified.
465.	March 10, 1920.	6,600 volt switchgear for substations, as specified.
466.	March 10, 1920.	Six 250 K.V.A. three-phase transformers, as specified.

Victorian Government Railways.

No.	Date of Closing.	Particulars.
32756.	February 4, 1920.	2,400 lineal yards of hessian, as specified.

New South Wales Government Railways and Tramways.

No.	Date of Closing.	Particulars.
80-19.	(As early as possible.)	Steel angles, tees, plates, joists and channel bars of an estimated f.o.b. cost of £9,080. (To conform to British Standard Specification for Structural Steel for Bridges, No. 15, revised August, 1912.)

Tender forms and specifications have also been received for material required by the Postmaster-General's Department, Perth, Western Australia.

These tender forms are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer File No. 20927).

Tenders, in conformity with the specifications, are to be addressed to the Deputy Postmaster-General, Perth, Western Australia.

Particulars of the requirements are briefly outlined thus:—

Postmaster-General's Department.

No.	Date of Closing.	Particulars.
660.	January 28, 1920.	8,500 feet plain, steel, light gauge, enamelled conduit, 600 elbows, 2,750 saddles and 600 sleeves for same, as specified.
647.	February 10, 1920.	Supply, delivery and erection of power plant at telegraph office, Eucla, Western Australia, as specified.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

3381. **Live stock.**—A Belfast correspondent asks for names of Canadian exporters of live stock.

3382. **Chemicals.**—A London firm, who are purchasers of all kinds of fine and rough chemicals, ask for names of Canadian manufacturers.

3383. **Condensed milk.**—A London firm seek agencies for Canadian manufacturers of condensed milk.

3384. **Chocolate and confectionery.**—A Birmingham merchant firm are prepared to import on their own account Canadian chocolate and confectionery, and would also like to act as agents for manufacturers.

3385. **Automobile agency.**—A Canadian with a connection in the automobile trade in England would like to place a good automobile of Canadian make on the English market.

3386. **Turkey and chickens.**—A Manchester firm require 20,000 pounds of turkeys and 5,000 pounds of chickens to arrive at Manchester in December in time for Christmas trade.

3387. **Barytes.**—A firm of chemical manufacturers near Glasgow, Scotland, wish to open up business relations with a Canadian firm able to supply barytes.

3388. **Canned corned beef.**—The London agency of a Moscow firm, trading throughout Russia and Siberia, ask for the addresses of Canadian producers of canned corned beef.

3389. **Alimentary products.**—A Paris merchant wishes to form relations with Canadian manufacturers of alimentary products, for which he has very good connection.

3390. **Asbestos articles, mica.**—A Lyons (France) merchant, who would buy against documents or keep a depot giving all possible guarantees, is open to do big business as exclusive agent of asbestos miners or asbestos manufacturers, but will not consider any intermediary, as prices must be the closest. What he particularly wants is manufactured asbestos, as not many French manufacturers are large enough to manufacture easily and he does not wish to pay freight on waste from Canada and from inland ports. Manufactured asbestos articles mentioned are: slate, sennit, packing, cord, thread, cloth, board, powder, carded asbestos. He is also interested in mica, moscovite preferred.

3391. **Advertising in France.**—A Parisian, connected with a company now being formed, wishes to get into connection with Canadians interested in advertising merchandise by means of the cinema in various towns and villages all over France.

3392. **Alimentary products, etc.**—A Canadian in Paris, France, asks to be put in touch with Canadian houses wanting an agent in France for alimentary and other products.

3393. **Alimentary products, manufactured articles and wheat.**—A warehousing and customs clearing society in Roanne (Loire), having excellent facilities for distribution over five departments and possessing military business connections, will handle goods, purchase or sale, or will act as intermediary for Canadian houses in alimentary products, wheat and manufactured articles.

3394. **Wood-pulp, iron wire, raw or dressed leather.**—A Parisian concern wish to secure agencies for Canadian producers of wood-pulp, iron wire and raw or dressed leather.

3395. **Agricultural machinery and fertilizers.**—A large house located at Nanterre (Seine), France, manufacturing fertilizers, sulphate (of iron, zinc), superphosphate, mixed fertilizers, sulphate of ammonia, potash salts, etc., are encountering many demands, in Normandy and Brittany especially, for agricultural machines which are made in Canada—that is to say Canadian machines are especially and often asked for. They would therefore like to get into touch with Canadian manufacturers wishing a reliable agent. Would also be interested in offers from Canadian chemical houses on fertilizers or ingredients.

3396. **Portable wooden huts; foodstuffs.**—A Paris concern already doing good business with Canada wish to get into connection with firms that can supply workmen's portable wooden huts in sections (knocked down) containing four to six rooms, double boarding. Could also handle foodstuffs.

3397. **Telegraphic tape.**—A Yokohama house which does a large business with Russia, are in the market for telegraphic tape of the following specifications:—

Morse tape.—12 millimetres wide, 280 millimetres long, without breaks or joints; colour to be white; external diameter of rolls, 195-200 millimetres. Diameter of wooden core, 56 millimetres; tensile strength = 5 pounds. Ink should not blur or saturate but should dry quickly.

Wheatstone receiving tape.—9 millimetres wide, 400 millimetres long; colour bluish; external diameter of rolls 205 millimetres, diameter of core 50 millimetres, tensile strength 4 pounds. Must be without breaks or joints.

3398. **Bicycle chains.**—A trial order of 500 pieces of Canadian bicycle chain will be placed by an old-established British house in Yokohama. Chain to be of Canadian manufacture, equal to 3 spires Coventry, $\frac{1}{2}$ -inch pitch by $\frac{1}{8}$ -inch width by 110 links. Samples and prices requested immediately.

3399. **Wood-pulp.**—All kinds of Canadian wood-pulp (sulphite, kraft and mechanical) can be handled by a well-established British house in Kobe, Japan. Samples and prices wanted at once.

3400. **Lumber.**—An important import firm of Kobe, Japan, are anxious to make good connections with British Columbia shippers of Douglas fir, cedar and other woods. Present prices and other details required at once.

3401. **Asbestos.**—An old-established concern in Kobe, Japan, are open to hear from asbestos firms ready to ship direct from Canada. No. 1 quality of asbestos fibre is in demand.

3402. **Gas pipes.**—A large Kobe, Japan, concern would be glad to hear from Canadian makers of gas and water pipes. Prices, specifications of pipes made, etc., are desired at once.

3403. **Telegraphic wire.**—An import and export house of Kobe, Japan, will be glad to get prices on Canadian telegraph wire.

3404. **Wire nails.**—An important concern in Kobe, Japan, with branches in Yokohama and other cities, are anxious to hear from Canadian manufacturers of wire nails, same to be plain, with checkered heads and countersunk.

3405. Steel plates, structural steel of all kinds.—An old-established house in Kobe, Japan, are anxious to hear from Canadian shippers of steel plates, rails, bars, and all manner of fabricated steel. Prices, of course, are wanted.

3406. Electric motors.—A Kobe, Japan, firm of importers are in the market for small electric motors of $\frac{1}{4}$ to $\frac{1}{2}$ horse-power. Could use about 500 a month.

3407. Wooden barrels (shooks).—A British concern in Kobe, Japan, is anxious to receive prices on wooden barrel shoofs of oak or some other suitable wood. Same should be of 40- and 52-gallon capacity. These are required for holding vegetable oils.

3408. Wood-pulp.—A firm of importers in Kobe, Japan, desire to be put in touch with Canadian mills wishing to ship sulphite pulp to Japan. Samples and prices are requested.

3409. Woollen cloth.—An old-established house in Kobe, Japan, with much experience in the woollen trade, would like to receive prices, samples, etc., from Canadian mills. All weights and the best qualities are asked for.

3410. Steel, bars and rods.—An energetic concern in Kobe, Japan, is willing to act as agents for a good Canadian steel mill which could send out steel bars and rods of standard sizes. Good business can be done and correspondence is solicited on the subject.

3411. Pneumatic hammers and tools.—A reliable firm of importers in Tokyo, Japan, are anxious to receive catalogues and prices of Canadian-made pneumatic hammers and tools at once.

3412. Saws of all kinds.—A well-established house in Tokyo, Japan, with branches all over the world, will be glad to receive catalogues and price lists of Canadian-made saws of all kinds.

3413. Fire engines.—A very large firm of importers in Tokyo, Japan, are in the market for automobile fire engines of the latest design. Catalogues and prices are requested at once.

3414. Valves.—A Kobe, Japan, importer will be glad to get prices and catalogues on all sizes of brass valves. Good business may be done.

3415. Metal hose.—There is a good demand for metal hose in the Kobe district of Japan, and a British firm will be glad to hear from Canadian manufacturers.

3416. Lumber.—An old-established British house of Kobe, Japan, will be glad to act as agents for Canadian exporters of lumber.

3417. Old bones.—A firm of Kobe, Japan, importers who do a good business in bones, will be glad to hear from Canadian shippers of same.

3418. Paper pulp.—A good reliable firm in Kobe, Japan, would be glad to get samples and prices from Canadian pulp and paper mills with the object of placing business.

3419. Paper pulp.—A well-established Japanese concern in Tokyo, Japan, is anxious to hear from Canadian pulp and paper mills wishing to export to Japan. Samples and prices are requested immediately.

3420. Lumber.—A Tokyo concern will be glad to get prices on Canadian Douglas fir clears, in the usual sizes (18 inches by 24 inches by 24 feet to 4 feet long).

3421. Agency.—A Roumanian, who for eleven years acted as commissioner for the Roumanian Government in the United States, and has had long experience in a large mercantile house in the United States, wishes to arrange to represent in Roumania a Canadian manufacturer or export house. He claims that he "knows the export business from A to Z." He is a graduate of European and American universities and speaks Roumanian, Italian, French, and English. Will be pleased to furnish university, bank and business references.

3422. Impermeables, rubber coats and clothes.—A French firm having an offer from an American firm to handle rubber goods, prefers to do business with Canadian manufacturers. He wishes catalogues with prices and conditions of sale and asks if prices delivered in Paris or at any rate c.i.f. French port can be given.

3423. **Minerals.**—A Manchester firm are open to purchase feldspar, pyrites and allied products. Samples and quotations are solicited.

3424. **Underwear, etc.**—A firm of commission agents in Manchester are open to represent Canadian manufacturers of ladies' and gents' underwear and kindred lines.

3425. **Optical goods.**—A Sydney, Australia, importing firm wish to hear from Canadian suppliers with regard to optical goods of all kinds, particularly spectacle frames, rimless mountings, clips of various qualities, spectacle lenses, etc.

3426. **Glass bottles.**—An importing firm in St. John's, Newfoundland, ask for lowest quotations for quantities of Canadian made five- and ten-ounce beer bottles on which "Crown" stoppers can be used.

3427. **Fish-floats.**—A dealer in St. John's, Newfoundland, asks to be placed in touch with Canadian manufacturers of glass fish-floats, of about five inches in diameter.

3428. **Dry goods.**—A manufacturers' agent in St. John's, Newfoundland, is open to represent Canadian manufacturers of men's neckwear, hosiery, etc.

3429. **Salt cod.**—A gentleman in Rome, Italy, desires the agency of an important Canadian firm to handle salt cod in Italy as soon as the decree of the Italian Government controlling all imports of this commodity is rescinded.

3430. **Cheese.**—A merchant in Cairo, Egypt, desires to purchase Canadian cheese. Requirements will be about twenty tons per month. He wishes to be put in touch with Canadian firms who would be prepared to enter into contracts with him.

3431. **Dry goods, toys, fancy goods, enamelware, glassware, etc.**—A firm of indent merchants in Sydney, Australia, who can provide satisfactory bank and other references, desire to get in touch with Canadian manufacturers of dry goods, toys, fancy goods, enamelware, glassware and other suitable lines.

3432. **Typewriters.**—A well-known firm of typewriter dealers in Sydney, Australia, a member of which will shortly leave for Canada and the United States, desire to receive catalogues and export prices of Canadian-built typewriters.

3433. **Groceries, hardware, jewellery and dry goods.**—An old-established firm of indent agents in Melbourne, Australia, are desirous of getting in touch with Canadian manufacturers of groceries, hardware, jewellery and dry goods lines with a view to their representation. This firm are prepared when necessary to furnish letters of credit to liquidate purchases.

3434. **Dry goods, clothing, etc.**—A firm of indentors and manufacturers' agents in Melbourne, Australia, are desirous of getting in touch with Canadian manufacturers of the following drapery lines with a view to their representation: Cotton piece-goods and fabrics; serges, shirtings, hosiery, sheetings, gloves, underwear (both woollen and cotton), and celluloid collars.

3435. **Lumber and box shooks.**—An important firm at Catania, Italy, would be interested in hearing from Canadian exporters of lumber for construction purposes and of box shooks for the Sicilian fruit trade.

3436. **Pipes.**—A house of general merchants at Catania, Italy, inquire for Canadian pipes for gas and water purposes.

3437. **Cereals, flour, lumber, iron hoops.**—A manufacturers' representative at Messina, Italy, would be glad to hear from Canadian exporters of cereals, flour, lumber and iron hoops.

3438. **Condensed milk, fish, fruit, etc.**—A London firm desire to get into touch with Canadian suppliers of condensed milk, salmon and other fish, fruit and foodstuffs generally.

3439. **Copper.**—A Paris merchant wishes to form relations with Canadian manufacturers of copper. He has lately been in the copper trade and would be glad to hear from miners and smelters of copper and other minerals.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. **Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. **Steel and iron products, machinery, etc.**—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S.** Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S.** Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25 **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30. **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31. **R.S.** Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32. **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas

wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 R.S. Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

34 R.S.—A Danish-Canadian, who served in the Canadian army in France for four years, would like to secure agencies for Canadian manufacturers desiring to export to Denmark, Sweden and Norway. He speaks English, Danish, Norwegian, Swedish, Russian and German. Spent six and a half years in Copenhagen before coming to Canada.

35 R.S.—A demobilized Canadian officer who is returning early in November to Dublin, Ireland, where he is in partnership with one of the leading manufacturers' agents, desires to obtain for his firm connections with Canadian manufacturers.

36 R.S.—Former officer in the C.E.F. who has an excellent pre-war connection with grocers, wine dealers, co-operative stores and druggists in London, England, and in Belgium, is desirous of acting as resident sales representative for detail work in districts named. Salary on commission basis. Fluent in languages, excellent references, and able to show results. Would introduce new lines or work up lines for a firm already represented by agents.

37 R.S.—Representation in India and Egypt.—A returned Canadian officer of the Indian Army Reserve, with four years' service in France, India, Egypt, and Palestine, would like to communicate with exporters wishing to sell goods in India and Egypt. He can speak Hindustani and has good knowledge of Indian customs and the business cities of India. Is also familiar with conditions in Egypt and Palestine.

39 R.S.—A Canadian officer, who during the war served with the Polish army, wishes to represent a number of Canadian firms in Poland. He has already been invited by Polish officials to establish business in Warsaw and would later be able to do business with Russia. He is well acquainted with Premier Paderewski.

40 R.S.—Biscuits, jams, confectionery and extracts.—A soldier who served overseas with the Canadian army and who is well connected in Newfoundland, desires to represent Canadian manufacturers of biscuits, jams, confectionery and extracts.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From St. John.

WEST ST. JOHN TO LIVERPOOL.

Corsican, C.P.O.S. Lines, about December 13; *Empress of France*, C.P.O.S. Lines, about December 19; *Scandinavian*, C.P.O.S. Lines, about December 31.

WEST ST. JOHN TO LONDON.

Montcalm, C.P.O.S.-Furness Lines (C.P.O.S.), about December 13; *Mattawa*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 18; *Sicilian*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 21; *Cornish Point*, C.P.O.S.-Furness Lines (Furness), about December 27.

WEST ST. JOHN TO ANTWERP.

Castellano, C.P.O.S.-Furness Lines (Furness), about December 20; *Tunisian*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 29; *War Beryl*, C.P.O.S.-Furness Lines (C.P.O.S.), about January 3.

WEST ST. JOHN TO GLASGOW.

Pretorian, C.P.O.S. Lines, about December 16.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Sardinian, C.P.O.S. Lines, about January 2.

WEST ST. JOHN TO MANCHESTER.

Manchester Hero, Manchester Liners, about December 14; *Manchester Importer*, Manchester Liners, about December 28; *Manchester Mariner*, Manchester Liners, about January 7; *Manchester Division*, Manchester Liners, about January 16.

WEST ST. JOHN TO HAVRE (FRANCE).

Mississippi, Compagnie Canadienne Transatlantique, Limitée, Canada Steamship Lines, Limited, agents, about December 10; *Lord Dufferin*, Compagnie Canadienne Transatlantique, Limitée, Canada Steamship Lines, Limited, agents, about December 30.

WEST ST. JOHN TO BELFAST.

Fanad Head, Head Line, about December 15; *Lord Antrim*, Head Line, about December 25.

WEST ST. JOHN TO DUBLIN.

Ramore Head, Head Line, about December 15.

WEST ST. JOHN TO ST. NAZAIRE (FRANCE).

Cape Corso, Marine Navigation, Limited, about December 20.

WEST ST. JOHN TO BUENOS AIRES, MONTEVIDEO AND ROSARIO.

Hyanthes, Houston Line, about December 15.

WEST ST. JOHN TO CAPE TOWN, PORT ELIZABETH, EAST LONDON, DURBAN, DELAGOA BAY.

New Brighton, Elder-Dempster Line, about January 10.

WEST ST. JOHN TO MELBOURNE, SYDNEY, AUCKLAND, WELLINGTON, TIMARU AND LITTLETON.

Orari, New Zealand SS. Company, about December 20; *Opawa*, New Zealand SS. Company, about January 15.

ST. JOHN TO LIVERPOOL.

Canadian Rancher, Canadian Government Merchant Marine, Ltd., about December 15; *Canadian Ranger*, Canadian Government Merchant Marine, Ltd., December 18.

ST. JOHN TO BARBADOS, TRINIDAD, DEMERARA AND B.W.I.

Chaudiere, Royal Mail Steam Packet Co., December 9.

ST. JOHN TO KINGSTON, JAMAICA, AND HAVANA, CUBA.

Canadian Warrior, Canadian Government Merchant Marine, Limited, about December 30.

From Halifax.**HALIFAX TO LIVERPOOL.**

Canadian Seigneur, Canadian Government Merchant Marine, Limited, about December 15.

HALIFAX TO RIO DE JANEIRO, SANTOS (BRAZIL), BUENOS AIRES (ARGENTINA).

Canadian Spinner, Canadian Government Merchant Marine, Limited, about December 20.

HALIFAX TO GLASGOW.

Canadian Settler, Canadian Government Merchant Marine, Ltd., about December 15.

HALIFAX TO HAVANA, CUBA.

Canadian Trader, Canadian Government Merchant Marine, Ltd., about December 10; *Canadian Sailor*, Canadian Government Merchant Marine, Ltd., about December 25.

HALIFAX TO BARBADOS, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about December 12; *Chaudiere*, Royal Mail Steam Packet Co., about December 26; *Canadian Signaller*, Canadian Government Merchant Marine, Limited, about December 27.

HALIFAX TO SANTIAGO, CUBA, AND KINGSTON, JAMAICA.

Amanda, Pickford and Black, about December 25.

From Victoria.**VICTORIA TO YOKOHAMA.**

Suwa Maru, Nippon Yusen Kaisha, about December 16; *Africa Maru*, Osaka Chosen Kaisha, about December 30.

VICTORIA TO KOBE, HONG KONG AND MANILA.

Protesilaus, Blue Funnel Line, about December 27; *Tyndareus*, Blue Funnel Line, about January 21.

From Vancouver.**VANCOUVER AND VICTORIA TO KOBE, HONG KONG AND MANILA.**

Protesilaus, Blue Funnel Line, about December 17 (Victoria about December 27). *Tyndareus*, Blue Funnel Line, about January 11 (Victoria, January 21).

VANCOUVER TO SYDNEY, MELBOURNE, WELLINGTON AND AUCKLAND.

Canadian Importer, Canadian Government Merchant Marine, Limited, about January 15.

VANCOUVER TO MARSEILLES, GENOA AND MEDITERRANEAN PORTS.

Mont Cervin, Dingwall, Cotts & Co., agents, about January 15.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Makura, Canadian Royal Mail Line, about December 16.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Asia, C.P.O.S. Line, about December 25.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Melville Dollar, Canadian Robert Dollar Co., about January 25.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "the Deputy Minister, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

- Annuaire du Canada, 1905, 1907, 1910, 1912, 1914.**
Annual Report of the Department of Agriculture, 1914.
Annual Report of the Navy Department, 1910.
Annual Report on Reforms and Progress in Chosen (Korea), 1911-12.
Appendix to the 47th Volume of the Journal of Legislative Assembly of Ontario, Session 1913.
Canadian Parliamentary Guide, 1899, 1905, 1909, 1912.
Census of Canada, 1880-81, Volume 3; 1890-91, Volume 1; 1890-91, Volume 3; 1890-91, Volume 4; 1901, Volume 1, Population; 1901, Volume 3, Manufactures; 1901, Volume 4, Miscellaneous Statistics; 1911, Volume 5, Forest, Fishery, Fur, etc.
Census of Industry, 1917, Part 1, Agricultural Statistics; Part 4, Lumber, Laths, Shingles.
Census of Manitoba, 1885-86.
Census of Manufacturers, 1916.
Census of the Northwest, 1885.
Census of Northwest Provinces, Population and Agriculture, 1906.
Census of Prairie Provinces, Population and Agriculture, 1916.
Census and Statistics, monthly, Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-1916.
Criminal Statistics, 1914.
Despatches between British Government and Ambassadors respecting the European War.
Export Directory of Canada, 1915.
Export Trade from the Port of Montreal, 1916.
Final Report of the Fuel Controller, 1914.
Financial Report relating to the Department of Customs, 1915-16.
German War and Its Relation to Canadian Trade.
Grain Inspection in Canada.
Handbook for Export to South America.
Handbook to Victoria (British Association to the Advancement of Science), 1914).
Imperial Year Book, 1917-18.
Index to Debates, House of Commons, Session 1916.
Journal of the Bath and West and Southern Counties Society, 1906-7.
List of Flour Mills in Canada, 1919.
List of Licensed Elevators and Warehouses, 1918-19.
Official Year Book of the Commonwealth of Australia, 1901-7.
Orders in Council, Canada, 1889.
Port Directory of Principal Ports and Harbours (Canadian), 1913-14.
Port of Sydney, New South Wales.
Public Accounts, 1883, 1884, 1892.
Report of the Special Trade Commission to Great Britain, France and Italy.
Rapport de la Mission Economique Canadienne en Grande Bretagne, en France et en Italie.
Royal Agricultural Society of New South Wales.
Trade and Navigation, 1885.
Trade after the War.
Trade with South China.
Trial Shipments of Bulk Wheat by Panama Canal to the United Kingdom.
Timber Import Trade of Australia.
Wholesale Prices in Canada, 1890-1909, 1906-1911, 1910, 1913, 1914.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Phillippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

H. R. Poussette, Acting Canadian Government Trade Commissioner, Aleutskaja No. 11, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbejd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia) 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Port of Marseilles. (See p. 1253.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

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GENERAL APPLE MARKET CONDITIONS IN THE UNITED KINGDOM.

FRUIT TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, November 10, 1919.—During September and October apple receipts from Canadian ports were not sufficiently heavy, fully to test the market prices, except possibly in London, being generally satisfactory, especially in view of the large supplies of English apples of better quality than usual that have been available, and the fairly considerable importations of continental apples into Hull and Leith. An important factor in favour of Canada has been the very slight shipments of American apples, due mainly to high home market values, and also, to some extent, to strike difficulties.

In general, condition and quality have been satisfactory, although there has been a considerable complaint of the scabby condition of the lower grade Nova Scotia Gravensteins, and the proportion of lower grades of most varieties has usually been greater than is desirable on a market plentifully supplied with English apples selling at low figures. As a result such fruit has been slow and draggy and many parcels have returned prices which must have represented a loss to the shippers.

The best Nova Scotia apples have met a good reception in the northern markets, good well-coloured Kings bringing either the maximum or close to it, though green varieties did not fare so well, Ribstons especially not being appreciated in Glasgow. Very few Ontario apples have been received, and nearly all these were sent to Glasgow, where for many varieties of the best No. 1's maximum prices were received. Some shipments of British Columbia apples were received at London, Glasgow and Manchester, on which further comment is made elsewhere in this report.

The London market has been weak from the first, the large quantities of English apples on offer having kept prices down to a comparatively low level, while Glasgow, further removed from the source of supply, has maintained a satisfactory demand for imported apples throughout the period under consideration. Liverpool and Manchester maintained values satisfactorily during October, while Nova Scotia apples were coming forward in comparatively small quantities, but when the ss. *Digby* arrived early in November, with about 17,000 barrels, a decided slump resulted. In the case of Blenheims No. 1, for instance, there was an immediate drop in values of 5s. to 7s. a barrel as compared with a Manchester sale the previous day.

THE ENGLISH RAILWAY STRIKE.

The strike on the English railways disorganized the market for some ten days. Auction sales generally were suspended, as outside buyers, who furnish most of the competition, could neither get in to attend sales nor arrange for the subsequent distribution of their purchases. Sales made at this time were naturally affected by the situation, and in London the market was further depressed by the rush of English apples held up by the strike after operations were once more resumed. The shipments ex ss. *Digby* and *Sachem*, and *Canada* in Liverpool, *Kanawha* in London, and *Gallymore* in Glasgow, were those that suffered in this connection.

BARREL APPLES—SPECIAL COMMENT.

A car of Ontario Duchess apples ex the ss. *Cassandra* reached Glasgow in poor condition, but arriving on a bare market were disposed of about September 9 at the maximum mainly, though allowances had later to be made on certain parcels.

A car of Ontario apples ex ss. *Rimouski*, Liverpool, September 24, were in more or less doubtful condition, many of the Alexanders especially, and a few Wealthies, being wasty and wet.

The Ontario apples ex ss. *Canada*, and the Nova Scotia apples ex ss. *Sachem*, Liverpool, October 2, were on sale during the strike, when competition was restricted to local buyers, which had a depressing effect on prices. There was also too large a proportion of Domestics and No. 3's among the Nova Scotia apples, while there was considerable scab and some resulting waste in the lower grade Gravensteins.

The Nova Scotia apples ex ss. *Galtymore*, Glasgow, October 4, were partly sold at low prices before the strike was settled. At a later sale of some 6,500 barrels competition was restored and the market was much firmer.

The Nova Scotia shipment of 8,390 barrels ex ss. *Kanawha*, London, October 7, met a very weak market, owing partly to the strike and partly to heavy supplies of English apples. The lower grades on this boat, especially the Gravensteins, which were generally faulty and scabby, were very difficult to move.

The Ontario Snows ex ss. *Melita* and ss. *Megantic*, Liverpool, October 13, were very badly spotted and wasty, some of the Domestics only realizing 17s. to 20s. on a market that was paying 62s. for Baxter and Cranberry Pippin No. 1's, and the maximum of 67s. 8d. for Kings No. 1.

A shipment of 2,000 Ontario apples ex the ss. *Cassandra*, Glasgow, October 17, met an excellent demand, and practically all No. 1's, as well as Cranberry Domestic, Baldwin No. 2, Snows No. 2, and Kings all grades, made the maximum, 67s. 8d.

The first shipment of Nova Scotia apples to Manchester, comprising 4,300 barrels ex ss. *Manchester Brigade*, made excellent prices at the first sale on October 16, Kings No. 1 being knocked down at 67s. 8d., though they were afterwards found to contain less than the required minimum net weight of 130 pounds, and invoiced at 6d. per pound actual weight. At the second sale of this shipment, October 21, the fruit offered was not so good, there being a large number of slacks, and prices dropped considerably, Kings No. 1 only realizing 53s. to 58s. A car of excellent Ontario Fallawaters ex ss. *Manchester Corporation*, at the same sale were disposed of at the maximum.

The ss. *Comino*, with 8,141 barrels of Nova Scotia apples, London, met a firmer market than the ss. *Kanawha*, though the movement was still slow for all but the best fruit on account of the heavy supply of English apples. The highest price paid for Kings No. 1 was 60s., and the general level value was considerably below this.

The shipment of 11,384 barrels of Nova Scotia apples ex ss. *Ernemore*, Glasgow, November 28, arrived at a particularly opportune time, on an ill-supplied market, just before the great Scottish apple-eating feast, Hallowe'en, and met a market so eager that a considerable proportion was "drawn" before the sale, i.e., apportioned to buyers who took immediate delivery, satisfied to take their chances as to prices subsequently fixed at the auction. The market was especially eager for good red apples, and fortunately there was a good proportion of Kings, generally excellent, both as regards condition and colour. The prices for this variety were, No. 1 and 2, the maximum 67s. 8d., or 6d. per pound for those weighing less than 130 pounds net, Domestics 50s. to 52s., 3's 46s. to 52s. The Blenheims and Ribstons were more or less lacking in colour, but, though the demand was less keen for these, the prices realized were very satisfactory.

The 7,000 Nova Scotia apples ex ss. *Manchester Exchange*, November 4, contained a fair proportion of slack packs, and encountered a dropping market. Many of the Kings and Ribstons, generally, were lacking in colour. The best coloured Kings

made close to the maximum, but the bulk fell to 50s. to 57s. Several very green lots could not call forth any higher bid than 36s. 6d. The Ribstons also dropped considerably, No. 1's making 24s. to 32s., as compared with 33s. to 44s. at the previous sale of Scotians. Much stronger emphasis also appeared in the preference for the best grades, Blenheims No. 3 falling to 19s. to 22s., and Ribstons No. 3 to 16s. to 18s.

The drop in prices was further accentuated in Liverpool the next day, November 5, when the first sales took place of the largest shipments of Nova Scotia apples yet offered this season, that ex ss. *Digby*. Blenheims No. 1, Kings No. 1 and Ribston No. 1, started at 35s. to 42s., 46s. to 60s., and 27s. to 30s., respectively, dropping at the final sale of November 7 to 38s. to 53s., 25s to 30s., and 24s. to 27s. No. 3's dropped as low as 17s. to 18s. for Blenheims, 20s. to 24s. for Kings, and 18s. for Ribstons.

BARREL APPLE PRICES.

The following table shows the range of prices at which each grade (1, 2, Domestic, 3) of some of the principal varieties of Ontario and Nova Scotia barrel apples were sold during September and October, and to date, November 10, in the four principal distributing markets of the United Kingdom. The range indicates top prices for best packs, but does not include the lowest prices received for unsound or wasty parcels.

Ontario—	London.	Liverpool.	Manchester.	Glasgow.
Duchess, Dom.	67s. 8d.
Kings, 1.	67s. 8d.	.....	67s. 8d.
" 2.	67s. 8d.
" Dom.	67s. 8d.
" 3.	67s. 8d.
Cranberry, 1.	40s. to 62s.	.....	67s. 8d.
" 2.	60s. to 67s.
" Dom.	67s. 8d.
" 3.	45s.	.....	53s. to 58s.
Baldwins, 1.	45s. to 55s.	.....	67s. 8d.
" 2.	30s. to 36s.	.....	67s. 8d.
" Dom.	55s.
" 3.	26s. to 28s.	.....	54s.
Stark, 1.	35s.	.....	67s. 8d.
" 2.	29s.	.....	—
" 3.	26s. to 28s.	.....	—
Peeauwkee, 1.	66s. to 67s.
" 2.	60s. to 67s.
" Dom.	60s. to 67s.
" 3.	50s. to 51s.
Wealthy, 1.	45s. to 67s. 8d.	.....	53s. to 58s.
" 2.	43s.	.....	49s. to 56s.
" 3.	39s.	.....	30s. to 35s.
Ribston, 1.	45s.	38s. to 67s. 8d.
" 2.	37s.
Calverts, 1.	36s. to 40s.	.....	20s. to 34s.
" 2.	35s.	.....	29s.
" 3.	26s.	.....	—
Greenings, 1.	59s.	61s.	53s. to 67s. 8d.
" 2.	59s.	.....	51s.
" 3.	42s. to 48s.
Snows, 1.	40s. to 56s.	.....	—
" 2.	31s.	.....	50s. to 67s. 8d.
" Dom.	29s. to 30s.	.....	35s. to 54s.
" 3.	24s.	.....	67s.
Fallowater, 1.	67s. 8d.	—
" Dom.	40s.	—
Ben Davis, 1.	31s. to 38s.	.....	—
" 2.	19s. to 31s.	.....	—
Nova Scotia—				
Gravensteins, 1.	30s. to 43s.	32s. to 38s.	55s. to 58s.	30s. to 50s.
" 2.	30s. to 43s.	29s. to 35s.	52s. to 54s.	25s. to 50s.
" Dom.	20s. to 25s.	20s. to 25s.	31s. to 46s.	23s. to 40s.
" 3.	20s. to 25s.	18s.	40s.	20s. to 26s.

BARREL APPLE PRICES—*Continued.*

<i>Nova Scotia</i> —Con.	London.	Liverpool.	Manchester.	Glasgow.
Blenheims, 1.	30s. to 45s.	25s. to 58s.	32s. to 57s.	28s. to 62s.
" 2.	30s. to 45s.	20s. to 51s.	26s. to 57s.	24s. to 50s.
" Dom.	25s. to 35s.	20s. to 42s.	25s. to 40s.	23s. to 30s.
" 3.	25s. to 35s.	17s. to 31s.	19s. to 35s.	23s. to 30s.
Ribstons, 1.	30s. to 45s.	30s. to 46s.	24s. to 44s.	26s. to 62s.
" 2.	30s. to 45s.	18s. to 35s.	22s. to 38s.	23s. to 60s.
" Dom.	25s. to 35s.	20s. to 31s.	21s. to 39s.	20s. to 27s.
" 3.	25s. to 35s.	18s. to 25s.	16s. to 29s.	20s. to 28s.
Wolf River, 1. . . . .	.....	.....	53s. to 58s.	31s. to 38s.
" Dom. . . . .	.....	.....	44s. to 48s.	24s. to 29s.
" 2. . . . .	.....	.....	.....	27s. to 31s.
" 3. . . . .	.....	.....	.....	20s. to 24s.
Wealthy, 1. . . . .	.....	52s.	57s.	35s. to 43s.
" 2. . . . .	.....	46s.	52s.	28s. to 43s.
" Dom. . . . .	.....	.....	33s. 6d.	26s. to 30s.
" 3. . . . .	.....	.....	30s. to 34s.	24s. to 29s.
Kings, 1.	38s. to 60s.	38s. to 65s.	50s. to 63s.	63s. to 67s. 8d.
" 2.	37s. to 60s.	29s. to 56s.	38s. to 60s.	63s. to 67s. 8d.
" Dom.	27s. to 35s.	25s. to 46s.	35s. to 57s.	50s. to 52s.
" 3.	27s. to 35s.	20s. to 35s.	24s. to 29s.	46s. to 52s.
Baldwins, 1. . . . .	.....	50s.	55s. to 58s.	—
" 2. . . . .	.....	.....	49s.	—
" Dom. . . . .	.....	29s. to 35s.	36s.	—
" 3. . . . .	.....	25s.	24s. 6d.	—
<i>American</i> —				
York Imperial. . . . .	.....	40s. to 67s.	.....	62s. to 67s.
Baldwins. . . . .	.....	.....	.....	43s. to 50s.
Stark. . . . .	.....	.....	.....	45s. to 55s.
Ben Davis. . . . .	.....	40s.	.....	40s. to 66s.
Greenings.	30s.	.....	.....	—
Kings.	50s.	.....	.....	64s.
Albemarles.	60s.	.....	.....	—

In considering the ranges of prices shown above, it should be borne in mind that the railway strike disorganized the market while some shipments were being sold, and that heavier transatlantic arrivals at the end of the period covered led to a decided slump in values. Thus the Liverpool range has been considerably depreciated by the fact that it includes apples sold after the decided fall in prices, while the last sale in Manchester was before the drop. Allowance has also to be made for the fact that some varieties and grades were only sold on different markets at different times, in some cases, under especially favourable or adverse conditions. Thus the price of No. 3 Gravensteins in Liverpool, 18s., compares very unfavourably with those of the same grade and variety in the other markets. This is due to the fact that the only lots offered in this market during the period covered were sold at the first sale after the suspension of the auctions owing to the strike. This took place before the strike was settled, when demand, even for the best fruit, was weak.

ENGLISH APPLE PRICES.

The London market has been heavily supplied with English apples, the common cooking varieties especially being offered in such large quantities that they have sold at 3s. 6d. to 5s. per bushel. The better cooking varieties have brought 6s. 6d. to 9s. per bushel, Blenheims mainly 10s., but the best 12s. to 14s. per bushel. Dessert varieties have sold as follows per half-bushel: Ribstons, 6s. to 7s.; Kings best, 8s. to 10s.; others, 5s. to 7s.; Worcester Pearmain, a popular red variety, 6s. to 8s.; Cox's orange pippin, best 10s. to 10s. 6d.; others, 6s. 6d. to 8s.

THE STANDARD APPLE BARREL.

A great deal of attention has been devoted to impressing upon the importers and wholesalers the increased net weight of Nova Scotia apples in the new standard barrel. A proper understanding of this fact would not have been so imperative under normal

conditions, but was very important in view of the maximum price fixed for barrels containing at least 130 pounds. Although most of the important dealers had been circularized and many of them interviewed on the subject before Nova Scotia apples began to arrive on the market, old impressions have considerable vitality, and at the first sales the bidding in a number of instances stopped automatically at 58s. 4d., the maximum price fixed for the old Nova Scotia barrel. It was vigorously pointed out that there was no more reason for the restriction of values to this limit than there would be if 58s. 4d. were the maximum price for onions, as the packages are essentially different, and that, except for the few old barrels still, unfortunately, coming forward, for all practical purposes this figure might just as well be eliminated from the order. These representations had an immediate effect on several markets, and subsequent shipments received the full benefit of the altered attitude on the part of the buyers. Unfortunately, at date of writing, prices have dropped so low that the question of weight is of less importance. It may again come prominently to the fore, later in the season, in connection with the best varieties of No. 1's.

There was at first also some disposition to adopt an unfair tare of 21 to 22 pounds in calculating net weights. Actual weighing in the presence of the brokers' representatives made it clear that the actual tare runs from 18 pounds to 20 pounds and 20 pounds was generally adopted.

It may be of interest to give some of the gross weights actually found in the case of some of the principal varieties. The figures given represent individual barrels actually weighed. They are, in pounds:—

Kings No. 1—148, 151, 144, 142, 153, 158, 146, 152, 158, 156, 147, 160, 145, 145, 159, 158, 152, 147, 151.
 No. 2—156, 153, 160, 148, 151, 155, 155, 156, 158.
 Blenheims No. 1—150, 158, 149, 152, 154, 157, 160, 162, 146, 145, 145, 154, 150.
 No. 2—160, 145, 150, 161, 149, 150, 153, 155, 163, 160, 151, 153, 153.
 Ribstons No. 1—146, 146, 154, 150, 148, 148, 148, 153.
 No. 2—150, 152, 157, 150, 154.

It is unfortunate that, at a time when net weight has been of such importance, many of the barrels have been under the legal specifications, especially with regard to bulge 64 inches. A number of individual barrels of various marks measured have been as follows: 63½ inches, 63½ inches, 63½ inches, 63 inches, 64 inches, 62½ inches, 64 inches, 62½ inches. On the other hand, the American barrels, whose competition must be met, usually have a bulge of 64 inches to 64¾ inches, and many of them run to 65 inches and 65½ inches. This matter is worthy of serious attention, as Nova Scotia cannot afford to give less weight in a standard barrel than her competitors.

Although the proportion of the old Nova Scotia barrels coming forward has not been great, they have had an unfortunate confusing effect, tending to the depreciation of the values in the standard barrel. In auction selling of large quantities it is impossible to weigh every barrel, and it has been difficult at times to prevent the averages obtained and announced in the salesrooms from being affected by the small barrels included, especially as there have been no distinguishing marks, and appearances are not always to be relied upon. Shippers are urged to make every effort to hold back the small barrel for the home market, especially if and when prices once more approach the maximum, when net weight has a direct effect on values.

BOX APPLES.

Box apple receipts have been light. In Glasgow a shipment of California Gravensteins late in September were sold at the maximum. On October 4 a car of British Columbia Wealthies, of excellent quality, though perhaps lacking somewhat in colour, brought the maximum for a few of the best. The bulk of them, however, sold at 15s. to 18s. A shipment of Maine bushel boxes sold on October 14 as follows: Baldwins, 20s. to 24s.; Hubbardston, 16s. to 21s.; Macintosh Red, 22s. to 24s. The Eastern American bushel box or crate will frequently reach a gross weight of 55 to 56 pounds.

Where the figures above exceed the maximum of 20s. 10d., on the basis of a net weight of 40 pounds, at 6½d. a pound, they are based on the alternative maximum of 6d. a pound, set to allow for excessive weights. On November 6, 3,948 Maine boxes were sold as follows: Baldwins, well coloured, 18s. to 22s., lacking colour, 13s. to 16s.; Kings, 24s.; Greenings, 15s. On the same date, 3,300 California Washington and Oregon boxes sold as follows: California Newtowns and Red Pears, 20s. 10d.; Baldwins, 21s.; Jonathans, 20s. 10d.; Ben Davis, 20s. 10d.

In Manchester, 2,580 boxes of British Columbia apples ex ss. *Manchester Brigade* and *Manchester Corporation* were sold on October 21. They were Cox's Orange Pippin and Wealthies No. 1, excellent in condition and quality, and there was the strongest competition in the room to secure a proportion at the maximum price of 20s. 10d., though, later on, it is understood some reduction had to be allowed on some of the Wealthies, which weighed less than the required 40 pounds net.

In London shipments of California Newtowns have been sold at the maximum. British Columbia shipments to this market, however, have been unfortunate. On October 17 a car of Cox's Orange Pippin received were very badly pitted, with developing waste. Some of the smaller apples, which were in the best condition, sold at 15s., but the greater part of the car had to be disposed of at 6s. to 8s. On November 5 a shipment of 1,500 boxes of Cox's Orange Pippin ex ss. *Dunbridge* also arrived in bad condition, selling at auction at 9s. per box. These apples were not personally inspected, but it is reported that a percentage was pitted, and the shipment generally was very wasty, either through overheating or over-maturity, though otherwise excellent in colour and quality. At date of writing word has just been received of a car of Cox's Orange Pippin ex ss. *Montcalm*, which has arrived in similar bad condition. The smaller apples are reported as generally fair to good and selling at 20s., but the larger sizes are reported in very bad condition and considerably pitted. Shippers are reminded of the frequent reports in previous seasons, that the larger apples of this variety nearly always reach this country in poor condition. If not actually wasty, they are mealy, tasteless, more or less burst, and, as one receiver put it, "in the condition of baked potatoes." The English C.O.P. with which they compete are seldom large and are usually very well coloured.

In Liverpool, Eastern American crates have sold as follows: Baldwins, 10s. to 14s.; Macintosh, 10s. 9d.; Wealthy, 12s. to 14s.; Ramshorn 12s. to 15s. California Gravensteins and Newtowns have also sold at the maximum. On November 5, 1,500 British Columbia apples ex ss. *Canada*, Cox's Orange Pippin and Jonathans, in excellent condition, were sold mainly privately, as follows: C.O.P., 20s. 10d.; Jonathans, 19s. 3d.; 4,990 British Columbia Wealthies ex ss. *Rimouski*, all No. 2, and in good condition, with only a negligible amount of waste, were sold on November 5 and 7, at prices varying in accordance with size as follows: 64-100, 12s. to 17s. 9d.; 112-113, 16s. to 19s.; 125, 17s. 6d. to 18s. 9d.; 138-200, 18s. to 19s. 3d.; 213, 17s. 6d. to 19s. 3d. The net weights were generally below 40 pounds, and therefore precluded the maximum price of 20s. 10d., which would otherwise have been reached by the best counts. On the same date, 847 Ontario boxes ex ss. *Canada*, jumble packed, but in excellent condition, were sold as follows: Kings, 1's, 19s. 3d., Domestic, 15s. 3d.; Blenheims, 1's, 14s. 6d., Domestic, 9s. 6d.; Greenings, 1's, 11s., Domestic, 7s. to 8s. The packing of such varieties as Greenings and Blenheims or Domestics of any variety is a policy that has little to recommend it. At the same sale, Nova Scotia Blenheims in barrels made prices fully equal to those obtained for the boxes mentioned above. On November 10 a car of British Columbia Wealthies ex ss. *Rimouski*, on a falling market, sold as follows: 88-100, 13s.; 123, 15s. to 15s. 3d.; 138, 15s. 6d. to 15s. 9d.; 150-188, 16s. 6d. to 17s.; 200-213, 15s. 9d. to 17s.

BRITISH COLUMBIA APPLES.

A new and interesting feature on the market has been the greatly increased quantities of British Columbia apples, which, following the policy of centralized

selling, so strongly advocated in previous reports, have been mainly sold at the large distributing centres, and most of them at auctions, where they have special opportunities of impressing a representative gathering of buyers from all parts of the country. Apart from the London shipments of Cox's, commented on elsewhere, they have arrived in excellent condition, and will do much to advance the prestige of the British Columbia pack, and to give it its proper place on a level with the better known and highly appreciated output of Washington and Oregon.

Of special interest also has been the shipment of Wealthies No. 2, very few of this grade having previously been received on this market from British Columbia. While the excellent reception accorded them must be viewed in the light of the fact that they arrived on a market plentifully supplied with barrel apples, many of them of inferior grades, but practically bare of box apples, and while it would be a mistaken policy to ship No. 2's in quantity at a time when efforts should be specially directed to impressing the buyers with the fact that there is no essential difference between the best British Columbia and American packs, there is undoubtedly a field for this grade, especially in years of short crops and high prices.

A question arises in this connection to which British Columbia shippers should give serious attention. There is no doubt but that British Columbia apples are greatly handicapped in competition with Washington and Oregon by the difference between their grading nomenclature and that of their competitors. This applies particularly to No. 2's. Washington and Oregon call their best grades "Extra Fancy" and "Fancy," names which suggest confidence, and in cases where the grading is good, the colour in the Fancy grade not markedly inferior, and the counts desirable, 138 to 188, there is frequently very little difference in the price offered in the auction for Extra Fancy and Fancy. The second grade of British Columbia apples, on the other hand, is stigmatized with a grade indication, associated in the minds of the buyers with the very decided difference between No. 1 and No. 2 apples, especially as regards size and colour, impressed upon them by the only dealings in No. 2's with which they have had previous experience, viz., the barrelled grade. This fixed impression in the minds of the buyers is undoubtedly, reflected in the values returned.

It is no disparagement to the barrel apple to say that the system of hand-picked selection, accurate sizing and counts adopted by box packers, perhaps, especially the fact that the same popular medium counts are found in both No. 1 and No. 2, places the No. 2 boxed apple in a superior position in regard to market demand, and there is everything to be gained by a change in the grade name indication. Washington and Oregon already have the very decided advantage of an established position unique in its hold upon the buyers, and with increasing exports the competition is bound to be so keen that British Columbia cannot afford to neglect any means that will strengthen her prestige and place her on a level with her competitors.

One decided step in the right direction has already been taken in the adoption of the American box, whose superiority in the eyes of the trade in this country is quite as marked as it has been for years among the prairie distributors. A further step in the direction of uniform grade-marking is very strongly advocated by the importers, and there is no doubt but that the changing of grade names from No. 1 and No. 2, to Extra Fancy and Fancy, would remove considerable handicap from No. 2's, while adding an attractive selling name even to No. 1's. Nothing is said about No. 3, because in the ordinary course it is not expected that No. 3's will come forward. Some shipments of American C Grade, however, have come forward in short crop years, when they have been as greatly helped by their grade name, "Choice," as they would undoubtedly have been handicapped if placed in the "No. 3" category.

A concrete instance of the trade feeling on this point may be illustrative. At the Liverpool sale of No. 2 Wealthies, ex ss. *Rimouski*, the large apples were mainly deficient in colour, but many of the counts of small apples showed up very well in the sample boxes opened for the inspection of the bidders. A well-known buyer leaned across to the writer and asked, "Why in the world do they mark those apples

No. 2? They would sell as No. 1 any day." If they had been sold as Fancy, no such surprise would have been felt or expressed. It is safe to assert that no buyer regards the Washington Fancy Grade box as at all in the same category as the No. 2 barrel apple, though this association of inferior grade and quality is forced upon his mind in the case of British Columbia No. 2's, with adverse effect on the buying.

One point, however, should be taken into consideration. If the Fancy Grade replaced the present No. 2 there would have to be more insistence upon colour requirements than are provided for by the Inspection and Sale Act for No. 2. But in any case the keenness of competition would make this necessary, unless No. 1's alone are to be offered against the American Extra Fancy and Fancy.

BOX APPLE WEIGHTS.

The net weights of British Columbia apples have been a matter of great importance in view of the fact that the market has been maintained at or very close to the maximum prescribed by the Apple Order. This order provides a maximum of 20s. 10d. per box, containing not less than 40 pounds net, and a maximum of 19s. 3d. per box, containing not less than 37 pounds net, both of which are based on 6½d. per pound, or alternatively, 6d. per pound actual net weight. As it is impossible to weigh more than a small percentage of boxes for the large scale operations of an auction market, the alternative is only taken advantage of in such cases as the heavy Eastern American crate of 56 pounds, or more, gross, so that for British Columbia apples the alternative maxima have been 20s. 10d., or 19s. 3d., depending on weight. Anything less than 40 pounds must sell at 19s. 3d.

Cox's Orange Pippins, whose gross weights run mainly from 50 to 55 pounds, give a safe 40 pounds, but Jonathans, running in the main from 47 pounds to 49 pounds gross, with some dropping to 45 pounds and 46 pounds have been very near the border line, and Wealthies generally are below it. As severe penalties are provided for sales over the maximum, and the weighing of every individual package is considered out of the question, the tendency of the importers at first was to play for safety in all doubtful cases, and announce the lower limit of 19s. 3d. in the saleroom. There have been instances of this even when the heavier varieties were in question. Thus, in Manchester some 1,200 very fine Cox's Orange Pippins were offered with the 19s. 3d. limitation. A timely protest set this right, and the whole lot were snapped up in ten minutes at 20s. 10d. by a room so eager that they would have taken treble the quantity at the same price. Unfortunately, it developed later that this opportune protest did not benefit the shippers, as the apples sold had been bought on their own account by the brokers. A half-car of Jonathans were also sold, privately, in Liverpool at 19s. 3d., although the net weight and the market would have justified 20s. 10d. These, however, were the first shipments that reached the market, and, fortunately, it was possible to discuss this matter of net weights with importers before any apples reached the market for sale on shippers' account.

Shippers may find a more detailed statement of the gross weights ascertained of interest. They are as follows, the figures representing in pounds the weights of boxes weighed in the presence of brokers' representatives: C.O.P. 49, 48, 48, 50, 54, 48½, 47, 54, 50, 48, 51, 50, 50, 53, 53, 49, 50, 52; Jonathans. 49, 47, 48, 47, 47, 48, 47, 46, 46, 48, 48, 47, 47, 49, 47, 45, 47, 47, 47, 46. Slack packing may make a big difference in the weights. For instance, one box of C.O.P., count 188, weighed 47 pounds gross only, the lightest in the lot in spite of the count, while another of the same count weighed 54 pounds, a difference of 7 pounds. The tare runs from 6½ to 7 pounds, and is generally taken at 7 pounds.

It is probably not feasible to do much at the shipping point to eliminate light boxes, but possibly a stricter eye might be kept on slack packing, if it is realized that, apart from the difference between maxima of 19s. 3d. and 20s. 10d., for boxes that actually weigh less than 440 pounds net, light packs tend to reduce the whole variety

in the same shipment to a lower category, besides causing endless trouble over allowances that have to be made if they have inadvertently been sold at the higher figure.

The Ontario boxed Kings No. 1 were sold in Liverpool under the 19s. 3d. limitation, the gross weights being as follows: 45, 44, 45, 48, 47. Neither Domestic Kings nor Greenings, and Blenheims, No. 1, and Domestic, approached the maximum. Their gross weights were as follows: Kings Domestic, 47, 49, 48, 47, 46; Greenings No. 1, 46, 46, 47, 46, 45, 46, 45; Blenheims No. 1, and Domestic, 45, 45, 46, 47, 46, 46, 47, 46, 46, 47.

APPLE IMPORTS INTO THE UNITED KINGDOM.

The following are the official statistics of apple imports into the United Kingdom, during corresponding periods of 1915, 1916, and 1919, expressed in long cwts. There were no imports of apples during these periods of 1918:—

	1915. Cwts.	1916. Cwts.	1919. Cwts.
During September, total imported.	58,698	58,874	52,123
“ “ “ from Canada.	*	8,024	1,825
Week ending October 4, total imported. . .	56,558	42,477	53,553
“ “ “ 4, from Canada.	*	7,011	34,027
“ “ “ 11, total imported.	56,165	44,317	21,608
“ “ “ 11, from Canada. . . . .	.....	3,740	3,389
“ “ “ 19, total imported.	84,408	99,646	49,491
“ “ “ 19, from Canada. . . . .	.....	43,202	21,454
“ “ “ 25, total imported.	77,246	70,326	48,719
“ “ “ 25, from Canada. . . . .	.....	7,645	17,494
“ “ Nov. 1, total imported.	107,271	100,133	48,652
“ “ “ 1, from Canada. . . . .	.....	17,647	12,713
Total imported.	381,648	366,899	221,823
From Canada.	*	79,245	90,902

* Unavailable.

During the war, with continental apples off the market, this table has been of value to show the relative proportion of Canadian and American apple importations. The figures for 1919, however, do not show this, as the official returns, except in the case of Canada, for which special arrangements have been made, do not indicate the origin of imported fruits. Very few American apples have yet reached this market, and the total given, apart from Canadian receipts, is largely made up of continental apples.

AUCTION MARKETS IN BELFAST AND DUBLIN.

A Liverpool firm of auction brokers, Messrs. L. Connolly & Co., 42 Stanley street, Liverpool, have just started auction markets in Dublin and Belfast, mainly with the object of selling Spanish fruit. The facilities for disposing of Spanish fruit, however, would also be available for apples, and they are willing to receive offers of consignments for sale on a brokerage basis.

While it is doubtful whether there would be any advantage to Canadian shippers in diverting shipments from the larger long-established centres, especially as it is understood that competition would mainly be confined to local buyers, who regularly frequent the Liverpool auctions, if ocean space is an object moderate shipments by the direct boats to these points might give satisfactory returns.

The Head Line runs from Montreal to Belfast about every fourteen days, and from Montreal to Dublin about monthly. During the winter the service is maintained from St. John, N.B., with sailings about every two to three weeks to Belfast, and about monthly to Dublin. The agents of the firm at Montreal are Messrs. Maclean Kennedy, Limited, who will be glad to give every possible information and facility.

The Head Line state that previous to the war they have had considerable shipments of Canadian apples to Belfast.

APPLE MARKET PROSPECTS.

With the advent of heavier supplies, the market during the next two months is likely to be comparatively low for all except the best barrel fruit, as English apples are likely to be offered in quantity for some time to come. It seems doubtful whether there will be much change for the better before the middle of January, though the Christmas trade will have its effect. Box apples should remain at a fairly high level, though Washington and Oregon apples, which have scarcely yet appeared on the market, may be expected in greater quantities, and will probably depress the market below the maximum before the end of November.

In July last it was understood that the Ministry of Food would permit a free market as soon as the general level of apple prices was well below the maximum. This condition has now been reached for all but boxed apples in all markets, and steps are being taken to bring the general situation to the attention of the ministry in the hope that the removal of artificial restrictions may permit the highest market prices for the best grades and varieties of fruit. The trade, however, are rather pessimistic as to the probable success of such efforts.

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool:—

Glasgow (December 3): 11,461 barrels of Nova Scotian apples ex ss. *Rhode Island*, more or less touched with frost, rendering buyers doubtful and sales slow. No. 1 King, few best lots, 33 to 36s., others 25 to 31s., No. 2's, few best lots, 32 to 35s., others 22 to 30s., Domestic 20 to 26s., No. 3's 17 to 25s.; No. 1 Wagener 37s. to 43s., No. 2's, few best lots, 37 to 39s., others 25 to 28s., Domestic 21 to 27s., No. 3's 17 to 21s., No. 1 Pewaukee 23 to 26s., No. 2's 20 to 23s., Domestic 20s., No. 3's 17 to 19s.; No. 1 Hubbardson 27 to 29s., No. 2's 23 to 27s.; No. 1 Ontario 14 to 20s.; No. 1 Greening 25 to 26s., No. 2's 24s. 6d., Domestic 16 to 20s., No. 3's 12 to 15s.; No. 1 Ribston 16 to 22s., No. 2's 15 to 20s., Domestic 16 to 28s., No. 3's 14s. 6d.; No. 1 Baldwin, few best lots, 35 to 40s., others 24 to 31s., No. 2's 21 to 28s., Domestic 17 to 23s., No. 3's 13 to 18s.; No. 1 Blenheim 20 to 23s., No. 2's 18 to 22s., Domestic 17 to 20s., No. 3's 12s.; No. 1 Stark 24 to 28s., No. 2's 23s., Domestic 19 to 22s., No. 3's 15s.; No. 1 Fallawater 28s., No. 2's 22 to 24s., Domestic 20 to 23s., No. 3's 16s. 6d.; No. 1 Nonpareil 32s., No. 2's 23s.; No. 1 Jonathan 45s., No. 2's 40s., No. 3's 31s. No. 1 and No. 2 Cox's Orange in boxes 20s. 10d., No. 3's 15s. 6d. Virginia Rome Beauty 42s., York Imperial 60s., Ben Davis 40s. per barrel. Ontario Baldwins ex ss. *Sicilian* No. 2's 35s. Demand for inferior grades of American boxed apples very weak; 1,200 boxes offered; No bids for some lots. Extra Fancy Washington King David 16s. 6d. per box; Extra Fancy Jonathan 16s. 6d., Fancy 16s., "C" grade 15s., jumble pack 10s.; Rome Beauty, orchard run, 15s.; Fancy Winesap 17s., jumble pack 12s.; Extra Fancy Wagener 15s.; Extra Fancy Oregon King 17 to 18s. 6d., Fancy 16 to 18s., "C" grade 11 to 16s.; Ben Davis, jumble pack, 10s. 6d. California Yellow Newtown, 3½ tier, 17s. 6d., 4 tier 18s. 6d. to 20s., 4½ tier 16s. 6d. to 17s. 6d.

Glasgow (December 5): 7,843 barrels of Ontario apples ex ss. *Cabotia*, good condition: No. 1 Baldwin 56 to 58s., No. 2's 40 to 42s., Domestic 28 to 35s., No. 3's 24 to 32s.; No. 1 Stark 43 to 48s., No. 2's 38s., No. 3's 25 to 34s.; No. 1 Spy, few best lots, 50 to 56s., others 46 to 50s., No. 2's 36s., Domestic 32 to 39s., No. 3's 25 to 30s.; No. 1 Gano 48s., Domestic 30s., No. 3's 28s.; No. 1 Ben Davis 35 to 43s., Domestic 25 to 33s., No. 3's 24 to 29s.; No. 1 Golden Russet 54 to 67s. 8d., No. 2's 65s., No. 3's 26s.; No. 1 and No. 2 Greening 34s.; No. 1 Tolman 39s., No. 2's 30s., No. 3's 26s.; No. 1 Cranberry 48s., No. 2's 45s., No. 3's 30s. 2,641 boxes of Ontario apples, good condition: No. 1 Baldwin 15 to 19s., No. 2's 14 to 19s.; No. 1 Spy 15 to

20s. 10d., No. 2's 14s. 6d., Domestic 14 to 15s.; No. 1 Russet 12s. 9d., No. 2's 11s. 6d., Domestic 10s.; No. 1 Greening 12 to 15s., No. 2's 10s., Domestic 11s.; No. 1 Ben Davis 15 to 16s., No. 2's 13s. 6d.; Grimes Golden, No. 1's 15s. 6d.; No. 1 King 16s.; No. 2 Pewaukee 11s. 6d. 12,486 boxes of British Columbia apples ex ss. *Cabotia*, excellent quality and condition; No. 1 Jonathan 20s. 10d., No. 2's 19s. 6d.; No. 2 McIntosh 18 to 18s. 6d.; No. 1 Spitzenberg 20s.; No. 1 Grimes Golden 15s. 6d.; California Newtown 16s. 3d.; Extra Fancy and Fancy Idaho Newtown 20s. 10d., "C" grade 18s. 6d.; "C" grade Winesap 20s. 10d.; Extra Fancy King David 20s. 10d., Fancy 19s.; Extra Fancy and Fancy Jonathan 20s. 10d. No. 1 Maine Baldwin, few best, 52 to 54s. per barrel, others 40 to 48s., No. 2's 26 to 35s.; No. 1 Spy 44 to 47s., No. 2's 35s.; No. 1 Ben Davis 33 to 39s.; Virginia York Imperial 44s., Ben Davis 39s. Market firm for good quality, but weak for inferior grades.

Manchester (December 4): 4,000 barrels of Nova Scotian apples ex ss. *Manchester Port* and *Manchester Shipper*: No. 1 King 29 to 37s., No. 2's 25 to 27s., Domestic 22 to 29s., No. 3's 17 to 20s.; No. 1 Baldwin 30 to 31s., No. 2's 21 to 26s., Domestic 22 to 25s., No. 3's 14 to 20s.; No. 1 Wagener 36s. 6d., No. 2's 26 to 30s.; No. 1 Golden Russet 52 to 56s., No. 2's 37 to 42s., No. 3's 25s.; No. 1 Spy 30s., Domestic 19 to 22s., No. 3's 16 to 17s.; No. 1 Greening 27s. 6d., Domestic 24s. 6d.; No. 1 Ribston 22 to 25s.; No. 1 Blenheim (slack) 20 to 23s., Domestic 15 to 16s., No. 3's 11 to 13s. Car of Ontario apples ex ss. *Manchester Division*: No. 1 Spy 60s., slacks 50s., No. 2's 36s. 6d.; No. 1 Baldwin 38s.

London (December 5): Large supplies of English apples and heavy receipts of American boxes is making demand very slow for Nova Scotian apples ex ss. *Kanawha*; stocks are scarcely moving and many packages are in poor condition, especially Kings and Blenheims. No. 1 and No. 2 Kings, few best 35s., others more or less unsound 20 to 25s.; No. 1 and No. 2 Blenheim, few best 25s., others 20s., No. 3's 10 to 15s.; No. 1 and No. 2 Wagener 25 to 28s.; No. 1 and No. 2 Ribston, few best 25 to 30s., others, 20 to 23s., Domestic 22s.; No. 1 Baldwin 28 to 32s. English Wellingtons and Bramleys 7s. 6d. per bushel, Blenheims 8s. 9d. California Newtown 19s. per box; Fancy Oregon Newtown 20s. 10d.; Extra Fancy Washington Jonathan 20s. to 20s. 10d., Fancy 19s.; Extra Fancy Spitzenberg 19s.; Extra Fancy Rome Beauty 19s. No. 1 British Columbia Jonathan 19s. to 20s. 10d., Grimes Golden and McIntosh Red 17 to 18s.

Liverpool (December 8): 2,712 barrels of Nova Scotian apples ex ss. *Pinemore*: No. 1 King, few best lots 34 to 37s., others 26 to 30s., No. 2's 25 to 30s., Domestic 18 to 25s.; No. 1 Fallawater 22 to 28s., No. 2's 18 to 24s., Domestic 20 to 23s.; No. 1 Ribston 22 to 25s.; No. 1 Mann 17 to 18s.; No. 1 Wagener 30s. 6d.; Domestic Greening 16 to 17s.; Domestic Stark 20 to 21s.; No. 2 Golden Russet 51s., No. 3's 35 to 40s. 310 barrels of Ontario apples ex ss. *Canada*: No. 1 Cranberry 33 to 38s., No. 2's 31 to 32s., No. 3's 22s.; No. 1 Wagener 37s. 6d., No. 2's 31s. 6d., No. 3's 20s. 6d.; No. 2 Pewaukee and Sutton Beauty 20s. No. 1 Maine Baldwin, few best lots 38 to 44s., others 24 to 32s., No. 2's, few best lots 28 to 31s., others 18 to 25s. Virginia York Imperials, few best lots 48 to 50s., others 35 to 40s. California Baldwins 12s. to 14s. 9d. per box. Maine Baldwin 8s. per crate. Small quantity of British Columbia Grimes Golden ex ss. *Canada*, good condition, sold at 14s., others 12 to 13s. offered but not accepted.

Glasgow (December 9): 932 barrels of Ontario apples ex ss. *Cabotia* and ex ss. *Sicilian* sold: No. 1 Baldwin, few best lots 59s., others 45s., No. 2's 39s., Domestic 45s., No. 3's 35s.; Domestic Golden Russet 27s., No. 3's 25s.; No. 1 Ben Davis 36s., No. 2's 28 to 30s., No. 3's 27s.; No. 1 Spy 47s., No. 2's (slack) 20 to 22s., Domestic 33 to 37s., No. 3's 26s.; No. 1 Greening 35s., No. 1 Mann 26s. No. 1 Maine Baldwin, few best lots 34 to 42s., others 27 to 29s., No. 2's, few best lots 38s., others 24 to 27s.; No. 1 Ben Davis, few best lots 36s., others 26 to 32s., No. 2's 28 to 29s.; No. 1 Greening

29s., No. 2's 23s.; No. 1 Spy, few best 40 to 46s., others 29 to 32s., No. 2's 24s.; No. 1 Stark 30 to 35s., No. 2's 27s. 72 boxes of British Columbia No. 1 McIntosh sold at 20s. 10d. Maine Baldwin 11 to 12s. for crates.

Manchester (December 9): 2,346 barrels of Nova Scotian apples ex ss. *Manchester Shipper* and *Manchester Port*, sold: No. 1 King 30 to 39s., Domestic 23 to 29s., No. 3's 15 to 19s.; No. 1 Baldwin 26 to 30s., No. 2's 24s. 6d., Domestic 22s., No. 3's 15 to 16s.; No. 1 Stark 22 to 25s., No. 2's 22s.; No. 1 Ribston 24 to 25s., Domestic 18s. 3d.; No. 1 Golden Russet 50 to 55s., No. 2's 48s., No. 3's 25s. No. 1 Maine Baldwin, few best lots, 35 to 41s., others 25 to 30s., No. 2's, few best lots 30 to 31s., others 19 to 26s. No. 1 Greening 20 to 28s.; No. 1 Spy, few best 47s., others 24 to 30s., No. 2's 18 to 25s.; No. 1 Ben Davis 21 to 25s., No. 2's 21 to 22s. Fancy Washington Jonathans 20s. 10d. per box, California Newtowns 18s. to 19s. 6d.

Liverpool (December 10): Nova Scotian apples ex ss. *Rexmore*, 40 per cent slack and 60 per cent Domestic, sold: No. 1 King 28 to 36s., No. 2's, few best lots 32s., others 22 to 25s., Domestic 20 to 25s.; No. 1 Golden Russet 55s., No. 2's 50 to 51s., Domestic 43 to 46s.; No. 1 Stark 21 to 23s., Domestic 17 to 21s.; No. 1 Baldwin 27 to 34s., Domestic 20 to 23s.; No. 1 Mann 22s. 6d.; Domestic Greening 15 to 17s. 1,787 boxes of British Columbia apples ex ss. *Scandinavian*, condition and quality excellent: No. 1 Jonathan 20s. 10d., No. 2's 18s. 9d. to 19s. 3d.; No. 1 Newtown, large sizes 17s., medium sizes 20s. 10d.; No. 1 Rome Beauty, large sizes 17s. 9d., medium sizes 19s.; No. 1 Grimes Golden 13s. 9d. offered but not accepted. No. 1 Maine Baldwins, few best lots 52s., good lots 31 to 33s., others 20 to 25s., No. 2's, few best lots 31s., others 18 to 25s.; No. 1 Greening 17 to 25s. Maine apples generally inferior. California Newtowns 16s. 6d. to 18s. 3d. per box; Washington Ben Davis, jumble pack, 10s. 6d. per box. 986 barrels of Ontario apples ex ss. *Scandinavian*, sold: No. 1 Baldwin 50s.; Domestic Greening 21s. 6d.; No. 1 Stark 32s., No. 3's 20s. 6d.; No. 1 Bottle Greening 28s. 6d.; No. 1 Pewaukee 20s.; No. 2 Spy 30s. offered but not accepted, No. 3's 25s. offered but not accepted; No. 1 Ben Davis 29s. 6d., No. 2's (slack) 21s., Domestic 24s., No. 3's 20s.; mixed lots, No. 1's 36 to 39s., No. 2's 29s. 6d., Domestic 25s. offered but not accepted, No. 3's 21 to 24s.

CONDENSED MILK REQUIRED IN UNITED KINGDOM.

TRADE COMMISSIONER J. E. RAY.

Manchester, November 15, 1919.—In pre-war days, the manufacturers of condensed milk in the United States and Canada were confronted with keen competition when endeavouring to place their products on the British market. The European brands were well advertised and the quality had commended itself to the British taste. Furthermore, the manufacturers of the same were able to produce cheaply, and proximity to the British market conferred upon them an advantage denied to the producers in the United States and Canada.

War conditions changed the sources of supply, so that "American" and Canadian brands began to flood the stores in the United Kingdom. Some idea of those changes may be gathered from the following statistics. In 1913, about 36,000 cwts. of unsweetened condensed milk came from Norway, 6,200 cwts. from the Netherlands and 5,728 cwts. from Switzerland. During that year only 14 cwts. came from the United States and none from Canada. In 1914, no supplies arrived from the latter two countries. By 1918, however, supplies from Norway had declined to 257 cwts. to 760 cwts. from Switzerland, and none arrived from the Netherlands. The imports from Canada had advanced to 64,571 cwts., and those from the United States to 833,152 cwts. It should be recorded in this connection that the total imports of the United Kingdom rose from 37,396 cwts. in 1913 to 900,696 cwts. in 1918. It is not

considered likely that this unprecedented total will be maintained in the future; but there will always exist a big market, especially as the price of fresh milk is to be 25 cents per quart during the next few months.

INTEREST IN THE CANADIAN PRODUCT.

As indicating the interest created in Canadian condensed milk, a Manchester firm of repute states that they are prepared to invest a substantial sum in the manufacture of a good brand in Canada if sufficient inducement is offered by any Canadian firm desirous of extending their plant. Correspondence on this subject, if addressed to the Canadian Trade Commissioner's office, Manchester, will be brought to the notice of the said firm.

ARTICLES IN DEMAND IN THE MANCHESTER DISTRICT:

Builders' Hardware, Nuts, Bolts and Rivets, Cardboard.

TRADE COMMISSIONER J. E. RAY.

BUILDERS' HARDWARE.

Manchester, November 21, 1919.—In connection with the construction of houses by the British Government and municipalities, as well as by private firms, there will naturally be a big demand for builders' hardware, such as hinges, knobs, latches, doorplates, window fastenings, etc. The cost of producing these commodities in Great Britain is very high compared with pre-war days, consequently the manufacturers of the Dominion will have a better prospect of doing business (in spite of their increased costs) than they had in 1914 when efforts to secure a footing in the British market were not attended with much success. The present seems to be an opportune time for Canadian manufacturers to test their ability to compete. It need hardly be said that the only hope of obtaining orders (if it is first ascertained that quality, styles and prices are right) is by appointing agents on this side who would be in constant contact with buyers in the various localities.

NUTS, BOLTS AND RIVETS.

Inquiries are still being received for nuts, bolts and rivets. Canadian manufacturers in a position to supply them are invited to send samples and prices so that they may be placed before importers in Manchester and district.

CARDBOARD.

Firms in Manchester, where enormous quantities of cardboard boxes are used, inquire for material suitable for the manufacture of the same. Makers are requested to send samples and prices to this office, so that buyers may be called in to inspect them. Address: Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester.

COMPETITION IN THE LEVANT.

Great efforts are being made by the Americans and the French to capture trade in the Levant says the British *Board of Trade Journal*. Italy also is doing a considerable amount of business, especially in so-called Manchester goods.

A French-Levant company has recently been formed for carrying on business in these parts. Both America and France have adopted the practice of sending large quantities of goods to the Levant on consignment.

TRADE NOTES FROM AUSTRALIA.

ACTING TRADE COMMISSIONER C. HARTLETT.

Australian Tariff.

The revised tariff of the Commonwealth, the introduction of which has been expected for some months, will not be dealt with by the present parliament which is to dissolve within the next week or so. The date of the elections for the new parliament is fixed for December 13, and it is understood will not convene until the latter part of January or early in February, when it is anticipated tariff matters, profiteering and other postponed measures will receive early attention.

Australian Customs Duties.

The Department of Trade and Customs has recently issued by-laws which materially change the duties on goods in which Canadian manufacturers are interested from an export point of view.

Picks and shovels, formerly dutiable at 10 per cent under general rates and admitted free if from the United Kingdom, have been transferred from "Tools of Trade" under which they have hitherto been classified, to "Manufactures of Metals, N.E.I.," and are now dutiable at the rates of 33 per cent and 38½ per cent, according to origin. All chains used in the manufacture of harness have also been raised to the higher rates of 33 per cent (U.K.) and 38½ per cent (General) from a practically free basis.

It is considered in hardware circles that the manufacture of these articles in Australia has not yet developed to any extent and that the higher rates will not affect importations for some years.

Food Containers.

By a proclamation issued by the Minister for Trade and Customs, under date October 15, 1919, the importation into Australia is prohibited of any package, container, or appliance used for manufacturing, keeping or holding moist or liquid food substances which shall have in contact with such moist or liquid food a surface—

- (a) consisting wholly or in part of lead or zinc; or
- (b) consisting of any metal alloy containing more than ten per centum by weight of lead or zinc; or
- (c) tinned inside with a metal alloy containing more than one per centum by weight of lead; or
- (d) containing enamel or glaze or india-rubber or gutta-percha which on boiling for thirty minutes with vinegar containing four per centum by weight of acetic acid yields lead to the latter; or
- (e) containing more than one-fourth of one grain of arsenicum per pound of metal alloy or enamel or glaze or india-rubber or gutta-percha.

Rewards for the Discovery of Oil in Australia.

The Prime Minister of Australia has announced that the government has decided to offer a reward of £10,000 for the discovery of oil in commercial quantities in the Commonwealth.

Boring operations have been carried on for some time in South Australia and elsewhere, but so far without satisfactory results, although surface indications in many localities are very encouraging. Government boring operations, upon which about £90,000 has been expended up to the present, have disclosed the existence of oil in

Papua (New Guinea) but not on a commercial scale. To further test the field arrangements have been made to spend an additional sum of £100,000, of which the British Government has agreed to find half. It is understood that the reward referred to will not apply to this field but only to Australia proper.

It is reported that it is the intention of the Government of Queensland to introduce a bill this session to also provide for a large reward for the discovery of commercial oil in that State.

Tobacco Growing in Australia.

Recent reports by Government experts on the production of tobacco in Australia would indicate that the industry is making very satisfactory headway and has a promising future.

In Victoria it is reported that there will be a substantial increase in the area under crop this season owing to a guarantee by one of the largest tobacco manufacturing concerns to purchase suitable leaf at prices ranging from 6d. to 2s. 6d. per pound. The Department of Agriculture is also affording encouragement by providing plans for satisfactory curing barns and advising growers generally in regard to proper cultivation, harvesting, curing and grading methods.

In New South Wales the crop this year is estimated at 1,500 tons and is officially reported to be the best yet grown in the State, both as regards yield and colour. The yield has averaged 15 cwt. to 16 cwt. per acre and from present appearances the price will average 1s. 3d. per pound all round.

The consumption of tobacco in Australia is said to amount to 15,000,000 pounds per annum. Expert opinion considers that at least 75 per cent of this will be grown locally in the near future.

Australian "Blackboy" Tree.

A peculiar product of the vegetable world is what is known as the "blackboy" tree which flourishes in the State of Western Australia. It is, in fact, a species of the grass tree and grows to a normal height of from seven to ten feet and is found to be useful for a variety of purposes.

Until recently no attempt has been made to utilize the tree commercially, but a company has now been formed to work and market its by-products. The plant consists of 19 sets of retorts and furnaces, condensers, receiving tanks, etc., and can deal with 100 tons of gum (of which it produces large quantities) and other material derived from the tree. The company at present employs about 20 men, besides cutters of the tree, and amongst other things being produced are tars (free from harmful acids), tarpaulin dressings, rope tar and sanitary tars, lacquers (such as Japan black), steam and refrigerating pipe lagging, paint for ironwork that requires stoving at high temperature, stains and paints, pitches for marine insulating; phenol, benzol and alcohols, coke, potash and pyrogenous acid. It is also intended to produce dyes, perfumes and formalin, and various kinds of varnishes.

The formation of this company is the outcome of successful experiments made by the late Mr. Henry Lowley, the city analyst of Perth, who devised the methods of extracting and treating the gum, pith and fibre of the tree, which are now being employed with such promising results.

Australian Dried Fruits.

In view of the many inquiries received from Canada with regard to Australian currants and other dried fruits, the following particulars of this year's crop, contained in the report of the secretary of the Australian Dried Fruits Association, may be of interest to dealers in such products.

The report states that the crops generally this year were not so large as expected, the total production of currants, sultanas and lexias amounting to 13,452 tons, or a decrease of 3,580 tons compared with the record pack of 1916. Quality, however, has been very good this year, particularly with currants. The pack of apricots was very

light, and amounted to only 143 tons, which necessitated pro-rata distribution. In peaches, the outturn was 13 tons more than in 1918, while only 17 tons of nectarines were packed. This year's crop of currants is the second largest on record, and the output of sultanias showed an increase of 475 tons on last year's figures. The consumption of lexias was greater by approximately 400 tons and the pack 472 tons larger. The production of Victoria and South Australia compares with that of 1918 as under:—

	Victoria.		South Australia.	
	1918. Tons.	1919. Tons.	1918. Tons.	1919. Tons.
Apricots..	105	26	251	117
Peaches..	95	78	159	189
Nectarines.. . . . .	.....	1	.....	16
Currants..	2,705	3,417	1,508	1,784
Sultanias..	3,648	4,765	1,467	880
Lexias..	1,643	1,955	583	567
Muscataels.. . . . .	.....	31	.....	—
Total..	8,196	10,273	3,968	3,553

The export proportions for 1919, after making provision for home requirements, are as follows: Currants, 35 per cent; sultanias, 10 per cent; and lexias, 35 per cent. The greater portion of this exportable surplus will be absorbed in New Zealand markets and the whole of the output of other varieties, such as apricots, peaches and nectarines, will be retained for local use.

IMPORTS INTO NEW ZEALAND, JANUARY TO SEPTEMBER, 1919, 1918.

Following are the values of the imports into New Zealand of some of the more important articles during the nine months ending September 30, 1919 and 1918, transmitted from the office of the Canadian Trade Commissioner at Auckland:—

Soft goods—	1919.	1918.
Apparel..	£ 886,126	£ 732,966
Boots and shoes..	262,772	375,463
Carpet and oilcloth..	171,273	84,466
Drapery, n.o.e..	160,308	145,257
Hats and caps..	121,675	125,575
Hosiery..	382,570	228,547
Millinery..	86,536	83,124
Canvas piece-goods..	170,222	60,418
Cotton piece-goods..	2,157,554	1,503,565
Linen piece-goods..	35,860	20,668
Silk piece-goods..	410,310	360,893
Woollen piece-goods..	367,769	293,895
Hardware—		
Cement..	1,868	421
Hardware..	271,070	140,016
Iron—		
Bar, bolt, rod..	58,420	52,366
Corrugated sheet..	183,550	41,684
Fencing wire..	183,842	44,348
Barbed wire..	35,116	21,894
Pig and scrap..	27,748	10,140
Pipes and fittings..	243,440	106,514
Lead..	23,856	21,987
Machinery—		
Dairy..	90,569	56,620
Agricultural..	138,362	68,895
Electric..	422,672	282,831
Engines, gas, etc..	46,058	31,803
Mining..	12,236	9,393
Sewing..	54,318	46,857
Nails..	173,320	46,536
Railway and tram plant..	177,692	44,183
Tin, sheet and block..	339,267	191,491
Tools..	205,574	70,651
Foodstuffs—		
Confectionery..	81,463	46,795
Fish, preserved..	71,140	110,600
Fruit—		
Dried..	35,923	210,321
Fresh..	96,901	121,575

IMPORTS INTO NEW ZEALAND, JANUARY TO SEPTEMBER, 1919, 1918—*Continued.*

Foodstuffs— <i>Con.</i>	1919.	1918.
Flour.. . . .	308	39,418
Grain, unprepared.. . . .	367,654	380,274
Jams, jellies, etc..	5,687	12,261
Milk, preserved.. . . .	12,405	20,584
Onions.. . . .	8,764	15,314
Pickles and sauces.. . . .	7,176	8,823
Rice.. . . .	39,451	74,410
Salt.. . . .	78,448	196,819
Sugar.. . . .	701,302	699,370
Beverages—		
Ale and stout.. . . .	2,517	10,454
Spirits—		
Whisky.. . . .	245,339	539,920
Other.. . . .	49,312	114,959
Wine.. . . .	62,171	55,510
Cocoa, coffee, etc..	81,591	54,067
Tea.. . . .	243,066	339,674
Miscellaneous—		
Bicycles (including motor)..	72,499	58,009
Books, papers, music.. . . .	203,735	208,346
Candles.. . . .	18,662	18,939
Carbide of calcium.. . . .	20,223	35,977
Coal.. . . .	250,313	169,658
Cordage and twine.. . . .	214,241	53,987
Cornsacks, woolpacks.. . . .	374,711	226,874
China and earthenware.. . . .	180,167	158,892
Glass and glassware.. . . .	177,500	106,184
Furniture.. . . .	29,196	18,401
Greases.. . . .	13,495	10,038
India-rubber goods.. . . .	29,132	55,180
Leather.. . . .	145,966	183,145
Leather manufactures.. . . .	74,854	46,632
Manures.. . . .	184,807	203,902
Matches and vestas.. . . .	15,195	70,906
Motor vehicles.. . . .	712,786	326,652
Oils—		
Benzine, etc..	635,108	504,472
Kerosene.. . . .	130,033	119,828
Castor.. . . .	3,364	22,957
Linseed.. . . .	48,536	101,548
Turpentine.. . . .	14,943	13,927
Other (specified).. . . .	159,876	139,779
Paints, colours, varnish.. . . .	181,563	174,887
Paper—		
Printing.. . . .	231,778	229,452
Other.. . . .	262,160	94,111
Pianos.. . . .	30,129	33,235
Seeds, grass, clover.. . . .	37,509	127,599
Stationery.. . . .	149,134	101,428
Tobacco.. . . .	481,456	292,811
Cigarettes.. . . .	329,166	230,694
Cigars and snuff.. . . .	10,071	9,119
Timber, hewn and sawn.. . . .	102,122	96,139
Specie.. . . .	311,546	62,650
Total.. . . .	£22,393,104	£18,232,767

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregates of the different divisions of imports for the nine months:—

	1919.	1918.	1917.	1916.
Soft goods.. . . .	£ 5,212,975	£ 4,014,837	£ 3,213,332	£ 4,165,540
Hardware.. . . .	2,688,978	1,288,630	1,336,032	2,030,827
Foodstuffs.. . . .	1,506,622	1,936,564	1,517,699	1,297,648
Beverages.. . . .	683,996	1,114,584	681,618	990,372
Miscellaneous.. . . .	5,424,430	4,174,594	3,663,776	4,417,024
Other goods.. . . .	6,564,557	5,644,908	4,221,439	5,422,208
Total goods.. . . .	£22,081,558	£18,174,117	£14,633,896	£18,323,619
Specie.. . . .	311,546	62,650	176,635	1,164,880
Grand total.. . . .	£22,393,104	£18,236,767	£14,810,531	£19,488,499

The total of merchandise shows an increase of £3,907,441, or 21½ per cent. The total of goods imported for the month of September was £2,575,591, or a shade over the average of the other eight months.

SOFT GOODS SHOW INCREASE.

The soft goods section shows a good increase of 30 per cent, and fully half the growth is accounted for by cotton piece-goods, while the only lines not showing increase are boots and hats.

HARDWARE MORE THAN DOUBLED.

The total of the hardware division is more than doubled, and some remarkably heavy increases are to be seen in the different items, none of which show any decrease. The most notable increases are in corrugated iron, fencing wire, iron pipes, machinery, nails, railway plant, tin, and tools.

FOODSTUFFS SHOW DECREASE.

Foodstuffs show decrease on 1918 and are barely up to the level of 1917. The chief decreases are in fruits, salt, rice, and fish, and with the exception of salt, these lines are scarce locally.

BEVERAGES SHOW DECREASE.

Beverages show decided decrease on 1918 and 1916, and are only just ahead of 1917. Cocoa and coffee and wine are the only lines showing increase, and the two big lines, tea and whisky, account for the bulk of the loss. Imports of cocoa were 701,291 pounds £75,259, and coffee 137,731 pounds, £6,332.

MISCELLANEOUS SECTION SHOWS INCREASE.

The miscellaneous section has a heavy increase, though eleven items show decrease, but some of the individual increases are remarkably heavy.

INTERESTING FLUCTUATIONS.

Below are given the quantities of imports of several lines the fluctuations in which are of interest:—

Iron—	1919.	1918.
Bar, bolt, rod.	tons. 2,250	2,360
Corrugated.	cwt. 90,656	20,843
Fencing wire.	tons. 6,766	1,768
Barbed wire.	" 1,256	836
Pig and scrap.	" 3,105	119
Pipes and fittings.	" 6,421	3,069
Wire nails.	cwt. 94,712	29,666
Fish, preserved.	lb. 1,648,708	2,481,908
Rice.	cwt. 36,216	103,360
Ale and stout.	gal. 6,027	29,777
Whisky.	" 213,606	579,377
Tea.	lb. 5,454,688	7,335,273
Candles.	" 582,803	601,239
Matches.	gross. 50,334	284,460
Carbide of calcium.	tons. 774	678
Motor vehicles.	No. 4,029	2,147
Benzine, etc.	gal. 7,192,832	6,461,518
Kerosene.	" 2,735,439	2,802,731
Linseed oil.	" 132,978	290,177
Turpentine.	" 84,377	86,747
Leather.	lb. 413,913	482,526
Printing paper.	cwt. 149,738	194,414
Pianos.	No. 645	888
Tobacco.	lb. 2,356,159	1,765,661
Cigarettes.	" 729,568	616,413

Imports into New Zealand from Canada during the Quarter ended September 30, 1919.

The following shows the total value of imports into New Zealand from Canada during the quarter ended September 30, 1919, together with articles affected by, and value of, the Canadian preference:—

Article.	Value.	Canadian Preference.
I. Foodstuffs of animal origin—		
Fish, preserved, in tins, etc..	£ 2,341	1d. per lb.
“ dried, n.o.e..	26	5s. per cwt.
Sausage skins.. . . .	2,310	—
Provisions, n.o.e..	251	10%
II. Foodstuffs of vegetable origin—		
Confectionery—		
Chocolate (fancy packages).. . . .	437	4%
Chocolate (plain trade packages).. . . .	50	½d. per lb.
Unenumerated.. . . .	481	½d. “
Fruits preserved in juice or syrup.. . . .	42	12½%
Grain and pulse, unprepared, n.o.e.. . . .	10	—
Vegetables, dried and preserved.. . . .	509	10%
III. Beverages (non-alcoholic)—		
Nil.		
IV. Spirits and alcoholic beverages—		
Gin, geneva and schnapps, unsweetened.. . . .	57	—
Whisky.. . . .	1,322	—
Spirits, perfumed.. . . .	3	—
VII. Animal substances—		
Skins, n.o.e. (sun-dried skins, etc.).. . . .	165	—
VIII. Vegetable substances—		
Wood-pulp.. . . .	4,882	—
IX. (a) Apparel—		
Apparel, n.o.e..	12,680	12½%
Boots and shoes—		
Children's (0-6).. . . .	24	10%
Goloshes, felt slippers, tennis shoes, etc.. . . .	6,077	11½%
Grindery, n.o.e.. . . .	1,035	—
Gum boots.. . . .	4,671	—
Other boots and shoes.. . . .	618	7½%
Corsets.. . . .	14,187	12½%
Gloves, n.o.e.. . . .	4,646	12½%
Buttons, tapes, pins, etc.. . . .	1,046	—
Haberdashery, n.o.e.. . . .	5	10%
Hosiery.. . . .	1,362	12½%
Feathers, ornamental.. . . .	46	12½%
Minor articles, n.o.e., for making apparel, etc.. . . .	18	—
Tailors' trimmings.. . . .	98	—
IX. (b) Textiles—		
Articles, n.o.e., made from textiles.. . . .	4	10%
Mats and matting, n.o.e.. . . .	98	—
Canvas.. . . .	564	—
Cotton piece-goods, n.o.e.. . . .	2	—
Waterproof cloth.. . . .	148	—
Rugs (other than woollen).. . . .	92	—
Sewing threads.. . . .	82	—
IX. (c) Manufactured fibres—		
Cordage—iron and steel.. . . .	8	20%
Cordage, n.o.e.. . . .	135	10%
Twine, n.o.e.. . . .	2	10%
X. Oils, fats and waxes—		
Axle greases.. . . .	33	10%
Naphtha, wood.. . . .	88	—
Beeswax.. . . .	132	—
Waxes, other (not paraffin).. . . .	62	—
XI. Paints and varnishes—		
Paints ground in oil.. . . .	1,094	6d. per cwt.
Mixed, ready for use.. . . .	1,053	1s. “
Paints, n.o.e. (dry, etc.).. . . .	17	10%
Varnish, etc.. . . .	61	4½d. per gal.
XII. Stones and minerals used industrially—		
Marble, hewn.. . . .	129	—
Mill, grind, oil and whetstones.. . . .	77	—

IMPORTS INTO NEW ZEALAND FROM CANADA, ETC.—*Continued.*

Article.	Value.	Canadian Preference.
XIV. (a) Metal, unmanufactured and partly manufactured—		
Iron and steel—bar, bolt, rod.. . . .	1,678	20%
XIV. (b) Metal manufactures (other than machinery)—		
Blacksmiths' anvils, forges and fans.. . . .	32	10%
Bolts and nuts.. . . .	528	—
Brass pipes and tubes, plain.. . . .	111	—
Chains.. . . .	187	10%
Copper, sheet, plain.. . . .	664	—
Fencing staples.. . . .	3,924	—
Hardware, n.o.e.. . . .	4,604	10%
Iron and steel—		
Angle and tee.. . . .	139	20%
Hoop, plain black.. . . .	165	20%
Plate and sheet, plain, galvanized.. . . .	198	3 $\frac{3}{4}$ d. per cwt.
Pipes and fittings for, cast (9-inch and under).. . . .	100	20%
" " wrought, 6-inch and under).. . . .	30,227	20%
N.o.e. (plain shafting, perforated sheet, etc.).. . . .	3,726	20%
Lamps, n.o.e.. . . .	240	10%
Nails (1-inch and under).. . . .	1,330	—
Nails, n.o.e. (including dog spikes).. . . .	30,070	1s. per cwt.
Plate and plated ware.. . . .	10	10%
Printing type and materials, n.o.e.. . . .	2	10%
Rivets and washers.. . . .	122	—
Tinware, n.o.e.. . . .	62	12 $\frac{1}{2}$ %
Tools—		
Axes and hatchets.. . . .	245	—
Spades, shovels and forks.. . . .	57	—
Artificers' tools, n.o.e.. . . .	1,054	—
Wire—		
Fencing, barbed.. . . .	4,256	—
Fencing, plain.. . . .	11,382	—
Iron, telegraphic and telephonic.. . . .	3,605	—
Iron, n.o.e.. . . .	864	—
Wove wire and metal gauze.. . . .	4	10%
Other plain—metal cordage, n.o.e.. . . .	876	20%
Metal manufactures, other (free).. . . .	124	—
" " n.o.e. (dutiable, 20%).. . . .	760	10%
XV. Machinery and machines—		
Drills and sowers.. . . .	3,973	—
Harrows, disc.. . . .	458	—
Ploughs.. . . .	127	—
Agricultural implements, other, and parts for.. . . .	587	—
Churns.. . . .	40	—
Dairying machinery, other.. . . .	218	10%
Engineers', etc., machine tools.. . . .	124	—
Machinery, n.o.e.. . . .	335	10%
Machinery—		
Parts of and materials for (dutiable).. . . .	272	10%
" " (free).. . . .	74	—
XVI. (a) India-rubber and manufactures thereof—		
Hose tubing and piping.. . . .	14	20%
Washer rings, rubber sheet, etc.. . . .	14	—
XVI. (b) Leather and manufactures thereof—		
Belting, other than leather.. . . .	1,105	10%
Leather—		
Belt leather, harness leather, etc.. . . .	7	—
Hide leather, dressed (other than East India kip).. . . .	914	—
Jappanned and enamelled.. . . .	114	—
Sole.. . . .	465	—
Portmanteaux, etc.. . . .	2	12 $\frac{1}{2}$ %
XVII. (a) Timber—		
Timber, sawn, rough (other kinds).. . . .	3	—
Shingles.. . . .	14	—
XVII. (b) Wood, cane and wicker manufactures—		
Basketware.. . . .	1	10%
Doors and sashes.. . . .	474	10%
Furniture, n.o.e.. . . .	1,644	12 $\frac{1}{2}$ %
Handles for tools—		
Broom, mop, hoe, etc.. . . .	158	—
Other (free).. . . .	2,655	—
Woodenware, n.o.e.. . . .	2,267	10%

IMPORTS INTO NEW ZEALAND FROM CANADA, ETC.—*Continued.*

Article.	Value.	Canadian Preference.
XVIII. Earthenware, china, glass, stoneware, cement—		
Glassware, n.o.e.	162	10%
Plaster of Paris.	176	—
XIX. Paper—		
Bags, n.o.e.	900	12½%
Cardboard, box—materials, other.	282	20%
Paperhangings.	6,922	—
Printing paper.	42,216	20%
Wrapping paper, unprinted.	16,019	2s. 6d. per cwt.
Writing paper not less than demy.	5,381	—
XIX. (b) Stationery—		
Artists' materials—colours, canvases, etc.	1	—
Books, printed, n.o.e.	236	—
Calendars and showcards.	18	12½%
Handbills, printed, advertising matter, n.o.e., etc.	7	3d. per lb.
Manufactured stationery.	251	12½%
Pictures, n.o.e.	114	10%
XX. Jewellery, timepieces and fancy goods—		
Fancy goods and toys.	246	10%
Jewellery, other than precious stones unmounted.	41	10%
Sporting requisites, n.o.e.	21	10%
Timepieces—		
Parts of.	170	—
Watches.	9	—
XXI. Optical, surgical, scientific instruments—		
Cinematographs and parts, n.o.e.	6	10%
Cinematograph films.	46	—
Microscopes and telescopes, spectacles, etc.	170	—
Sensitized surfaces (photographic).	293	10%
Surgical and dental appliances.	49	—
XXII. (a) Drugs, chemicals and druggists' wares—		
Calcium carbide.	1,954	—
Dyes.	5	—
Disinfectants.	236	—
Drug and druggists' sundries, n.o.e.	247	10%
Toilet preparations, n.o.e.	2	12½%
Soda, caustic.	13	—
XXIII. Miscellaneous—		
Cartridges—		
.25 cal. and under.	199	10%
Shot, 10-24 bore.	1,652	1s. 3d. per cwt.
N.o.e.	29	10%
Articles and materials suited only for and to be used solely in the manufacture of goods with New Zealand.	315	—
Asbestos, other than sheets and packing.	228	—
Brushware.	9	12½%
Action work, etc., for pianos and organs.	161	—
Materials, and parts of musical instruments, n.o.e.	21	—
Pianos.	1,519	10%
Pianolas, gramophones, etc.	153	10%
Packing engine.	104	—
Polishes, brass, and similar metal polish.	4	—
Floor furniture and linoleum.	80	10%
Roofing in rolls ("Malthoid" and similar).	337	—
Soap, n.o.e.	29	12½%
Vehicles—bicycles and tricycles.	564	10%
Rubber tires for bicycles.	21	—
Bicycle materials, other (free).	2	10%
N.o.e.	680	—
Motor bicycle materials, n.o.e.	53	—
Cars, busses, etc., motor—		
Passenger cars, other than busses.	52,965	10%
Chassis for passenger cars (not busses).	2,567	10%
Lorries, trucks, vans and busses.	11,325	10%
Chassis for lorries, trucks, etc.	5,637	10%
Rubber tires, covers, and tubes for motor vehicles.	34,904	—
Materials and parts, other.	3,214	—
Springs, undercarriage, and fittings other than axles, axleboxes for vehicles.	110	—
Miscellaneous goods manufactured.	149	—
Total.	£365,571	—

PRINCIPAL INCREASES AND DECREASES.

The following comparative tables give the particulars of the principal increases and decreases in imports into New Zealand from Canada for the quarter ended September 30, 1919, as against the quarter ended September 30, 1918:—

Increases.		Decreases.	
Confectionery, n.o.e.	£ 2,976	Fish, preserved, in tins.	£ 7,394
Wood-pulp.	2,568	Whisky.	11,298
Apparel.	8,477	Agricultural implements, other.	2,522
Goloshes and overshoes of rubber.	3,116	Sole pump and skirt leather.	2,105
Gum boots.	3,772	Cardboard boxes, material for.	2,035
Corsets.	8,880		
Gloves, n.o.e.	4,645		
Fencing staples.	2,651		
Hardware, n.o.e.	3,979		
Iron and steel—			
Wrought, 6-inch and under.	29,565		
N.o.e.	3,381		
Nails, other (including dog spikes).	27,808		
Wire, fencing, plain.	8,833		
Paperhangings.	6,329		
Wrapping paper, unprinted.	13,349		
Writing not less than "demy".	2,751		
Rubber tires, tubes, and covers for motor vehicles.	27,401		

TRADING IN SPAIN.

TRADE COMMISSIONER W. McL. CLARKE.

PART III.

THE LEATHER INDUSTRIES.

According to the last official enumeration, Spain has some 1,364 establishments engaged in turning out leather goods of various kinds. The province of Barcelona leads again in contributing centres, about 400 tanneries and finishing plants being here located. The province of Palencia has 159, Valencia 109, and Corunna 91. Domestic hides are utilized chiefly and the tanning process is carried on by the ordinary vat system. During the war the heavy demand for boots and shoes and other leather products gave a pronounced fillip to this national industry and considerable quantities of raw hides were imported.

The boot and shoe industry is centred in the Balearic Islands and Barcelona, and a fairly good boot is turned out at a moderate price. Leather belting for industrial uses and fancy leather goods are also manufactured.

THE PAPER INDUSTRY.

Paper manufacturing is one of Spain's oldest industries, and the production has steadily increased in importance. This trade is almost exclusively in the hands of the Papelera Espanola, which controls and operates the majority of the most important mills in the country. The last industrial census showed that 334 factories were employed in turning out different grades of paper, e.g., ordinary newsprint, cardboard, writing, packing, cigarette and hand-made paper. Newsprint manufacturing, some 50,000 tons annually, is centred at Tolosa, in northern Spain, while tissue and cigarette paper is produced principally at Alvey. The quantity of fine nad semi-fine paper turned out amounts to about 27,000 tons annually, and enjoys a well-earned reputation. The production of vellum amounts to approximately 1,500 reams per day, of which 20 per cent is exported to Central and South America. This paper is also used for all official documents and contracts. Cardboard made from rags and a postage stamp paper is also exported. The exportation of paper increased from 5,004 tons annually through the 1911-15 period to 13,678 tons in 1916. Plant capacity, a good product, and a thorough organization, promise a bright future for this industry.

THE GLASS, PORCELAIN AND CERAMIC INDUSTRY.

The industries devoted to the manufacture of glass, porcelain, earthenware and ceramics, are scattered throughout the whole of Spain, although the provinces having the greatest number of factories are Valencia with 532, Barcelona with 436, Seville with 323, Madrid with 281, and Toledo with 254. Included in this production are fine white and coloured earthenware or porcelain, medium class and ordinary earthenware, glassware, decorative ceramic articles, e.g. vases and statuettes, glass coated with quick-silver, glass windows, tiles for paving, fine mosaics, small tiles, polished and common brick, artificial stone and engraved, stained and decorative glass.

Some of these products are peculiar to Spain; for example the fine decorative ceramics of Valencia, the earthenware of Talavera, and the polished tiles of Seville.

THE CHEMICAL INDUSTRIES.

In 1913 the total number of factories and laboratories in Spain for the manufacture of chemical products, was estimated at 2,761, the more important centres of production being Barcelona, Gerona, Valencia, and Madrid. Among the leading manufactures may be mentioned those devoted to pharmaceutical and medicinal products (221), perfumery (31), sulphuric acid (10), oil of turpentine (23), orange and lemon extracts (43), varnishes (25), colours (21), printing inks (34), and tar (23). Other chemicals produced are sulphur carbonate, white lead, alums, nitric acids, cream of tartar and tartaric acid, ammonia, carbolic acid, carbonate of soda, vermilion, licorice extract, lacs, ivory-black, etc.

The manufacture of essential oils is an important business at Malaga, Spain being the largest producer in the world of spike oil, rosemary, thyme, sage, and pennyroyal.

In connection with the refining of olive oil, a soap industry has grown up, turning out both crude and toilet soaps. Toilet preparations are made on a fairly large scale.

Nitrates and nitric acid are manufactured at Lerida, and 30,000 tons of carbonate of soda are turned out annually by the Solway process at Torrelaveja. Superphosphates to the amount of 110,000 tons are manufactured annually in Valencia, and this chemical fertilizer trade is very important, although foreign supplies are in demand.

A development is also taking place in the ink and varnish businesses, but Spain is not yet in a position to take care of the local market. The aniline dye industry is still in its beginnings.

The total capitalization invested under this heading is hardly more than 100,000,000 pesetas, and in spite of evidence of development Spain normally imports about 125,000,000 pesetas of chemicals every year. The exports represent some 35,000,000 pesetas.

THE SHIPBUILDING INDUSTRY.

In the former times of ocean-going wooden vessels, various parts of Spain had developed a considerable shipbuilding industry, especially along the littoral of the Basque provinces. With the advent of iron and steel construction, however, Spain, her iron deposits unexploited, was easily outdistanced by the northern countries, and it is only in recent years that the shipbuilding industry has been revived, although even now the number of shipyards which have sprung up along the Mediterranean and Atlantic coasts have been mostly for wooden ships necessitated by the urgency of offsetting war losses. The war in fact gave an appreciable impetus to this native industry, and at the end of 1917 the Spanish yards had orders for 100,000 gross tons, which was increased to 190,000 tons by the middle of 1918.

But Spain, given her national iron resources, the recent awakening to a sense of her industrial possibility, and with many yards already established, may be expected to develop gradually this most important industry. Even now the Sociedad Espanola de Construccion Naval, the largest Spanish shipbuilding concern, and one in which the Spanish Government is directly interested, has docks sufficiently large for the con-

struction of vessels up to 15,000 tons, and is at present engaged on a shipbuilding programme which calls for three steamships of 12,000 tons each. This company has yards at Ferrol, Cartagena, Matagorda and Bilbao. English capital is also invested in Spanish shipbuilding, the companies of Vickers and Whitworth both being interested. Just recently it is reported that the well-known firm of Italian shipbuilders—the Ansaldo Company of Genoa—have decided to erect yards near Barcelona. The presence of foreign capital in this industry will in all probability have a stimulating effect on Spanish enterprise.

OTHER INDUSTRIES.

Electrical.—In the province of Barcelona, various electrical goods are turned out, e.g., transformers, dynamos, motors up to 200 horse-power, electro-technical apparatus, electric cables, electric lamps, carbons, and small electric material. Spain is still an importer, however, of large amounts of electrical goods of all descriptions.

Furniture.—Modern furniture and copies of antique are reproduced in Madrid, Barcelona, Valencia, Bilbao, and Vittoria.

Automobiles.—In 1914, but seven per cent of the motor-cars used in Spain were of Spanish manufacture. In 1918, however, the percentage of home-constructed cars had increased to 30 per cent. The best-known Spanish car is the Hispano-Suiza, built by the company of that name, which has factories at Barcelona and in France. This firm has commenced the building of industrial chassis, 15 to 20 horse-power and 30 to 40 horse-power, and it is stated that already over 500 are in use throughout Spain. A 40 to 50 horse-power truck chassis of this company has been adopted as a standard model for the Spanish military authorities.

Gold and silver mesh purses.—The making of gold and silver mesh purses is a distinctive Spanish industry, being centred in the Balearic Islands. The separate links are individually welded and the decorative hand carving and sawing give them a very artistic and beautiful finish. One of the largest factories was visited at Palmo de Mallorca.

Hemp shoes.—Another industry peculiar to Spain is the making of hemp-soled canvas shoes, which are worn extensively by the poorer people throughout the peninsula.

Tinned goods.—In addition to the sardine-canning industry, previously referred to under the heading of fisheries, there is a company in the north of Spain which cans native salmon in the ordinary tall tins. Condensed milk is also put up in Santander in the usual size cans. Reference has already been made to the fruit and vegetable canning industry.

Fans.—The fan is in widespread use throughout Spain, and an important industry in Valencia exists for the production of ordinary and hand-painted fans. The best fans are artistically decorated with typical Spanish scenes.

Steel and gold jewellery.—Another characteristic Spanish production is the making of steel jewellery inset with gold and silver work. The best work is done by hand at Granada, Toledo, and Eibar, and the wide range of jewellery and fancy articles made find a ready sale not among the Spanish, but by the tourists visiting that country.

Aircraft.—The Spanish aircraft industry is in an embryonic state at present, but it is proposed to construct machines for passenger transport, mail and commercial purposes. Already some motors and machines have been built, although the majority of the machines have been imported from France. There exists, moreover, a concession for a postal service between Barcelona and Madrid for the carrying of urgent correspondence, but the concessionnaire company is still in course of organization. There are two aviation grounds in Spain, one at Madrid and one at Barcelona.

HYDRO-ELECTRIC INDUSTRY.

The future of Spain's industrial activity is believed to be more or less connected with the hydro-electric developments of the country. There are claimed to be at least

some 3,000,000 horse-power available, and with the construction of dams in certain districts, this amount it is stated might be increased to 5,000,000 horse-power. Up to the present it is stated that some 1,000,000 horse-power only are being utilized, the outlay of capital in this industry representing at present some 400,000,000 pesetas.

The chief districts characterized by their accessibility to this latent national wealth are Leon, Galicia, Asturias, Santander, the river Douro and its affluents, the rivers Tajo, Guadiana, Guadalquivir, the Jucar, the Calor, and the river Ebro above Zaragoza and from this town to the sea.

PART IV.

The Spanish Markets.

AGRICULTURAL MACHINERY.

In considering the market for agricultural machinery in Spain, it is to be pointed out that its use up to the present is not generally adopted, and that any increasing introduction entails primarily demonstrating and accommodation. In the first place the conservative spirit of the farmer tends to retain the old-fashioned method of ploughing, threshing and winnowing, as he usually fails to see why he should discard a known instrument or machine for the one unknown and unused by his ancestors. Oddly though it may seem, the writer saw throughout his travels in Spain, many ploughs at work of the old Egyptian and Moorish type—a mere piece of steel or iron with a wooden handle attached—while the method of threshing by the treading out of animals, of winnowing by the wind, and of raising water by the old Moorish water wheels is not uncommon throughout the peninsula. The utility of the modern machine, in view of the prevalency of old-time methods, must therefore be demonstrated.

By accommodation is meant the suiting of the machinery offered to the peculiar needs of the different parts of the country, and secondly facilitating the terms of payment. It must be kept in mind that the Spanish farms are often not extensive, that the soil in some places is sandy, in others alluvial, that Spain is a country of the light draught animal, and that certain characteristic farming methods obtain, such as cutting the wheat so that about 15 inches of stubble is left, which is usually employed, after burning, for fertilizing purposes. It was Germany above all other countries which recognized the indispensability of catering to the Spanish market when selling in Spain, and as illustrating this determination an example was pointed out to the writer of a German plough firm which for three successive years sent over a technical expert from the factory to study at first hand the particular needs of the Spanish farmers in ploughs. This work accomplished, he returned to Germany with complete information and it was not long till this German firm was doing a thriving business in this particular article.

It was the German too who recognized more than others the necessity of granting favourable credit terms. He knew from his first-hand investigations that the Spanish landowner or farmer was often not sufficiently strong financially to make payment at once, but by means of the German bank operating in Spain, the farmer's financial obligations were looked after, and the exporting firms thus enabled to grant that credit which the case demanded. Sometimes it might be six months, and sometimes as in the case of heavy and expensive machinery, a period of from two to three years, the arrangement being usually as follows: one-third of the bill would be met on delivery; one-third at the end of the first harvest, and one-third at the end of the second harvest. It was brought to the writer's attention that one American firm at least was making equally favourable concessions. What may be termed then the advantage of accom-

modation, whether in the machine itself or in the procedure of collecting bills, cannot be overlooked in extending or opening up the sale of Canadian agricultural machinery in Spain.

Over and above all this there is to overcome the prejudice of the farmer, who believes, not unfrequently, that the employment of machinery will drive him from the fields and his livelihood. His natural aversion must be met by explaining what is the obvious, viz., that the use of machinery means more land cultivated, a more extensive harvest, a greater return to the landlord (or in case of peasant ownership, to the farmer himself), and therefore better wages and better living conditions.

Notwithstanding the foregoing general survey, agricultural machinery is favourably known and utilized successfully in many parts of the country, and it is generally agreed that there is a considerable field for agricultural machinery trade development in Spain. In fact, that there is an increasing demand for it is evidenced by the action on the part of a few important Spanish companies, who have begun to manufacture at home, copying for the most part foreign models which have been especially found to meet the needs of the country. (The chief difficulty, however, in strengthening the home production at present seems to be the inability of the Spanish firms to turn out suitable malleable castings.) There is also the additional consideration to be taken into account by the Canadian exporter, that Spain, in solving her agrarian problem, will have of necessity greater recourse to the use of agricultural machinery.

The Spanish market so far has not been monopolized by any one country, nor is machinery from Canada new to Spain, as her harrows, cultivators, reapers and binders especially have successfully competed with other foreign marks. Besides Canadian companies, there are American, French, Swiss, Belgian, English, Australian and German houses which have done, or are doing, business, the bulk of the trade normally going to the United States and Germany.

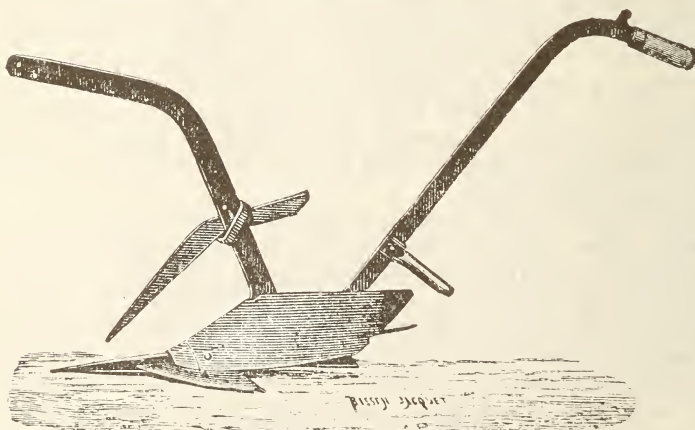
THE PLOUGH.

As is to be expected, the most widely used agricultural machine is the plough and two types generally are in vogue:—

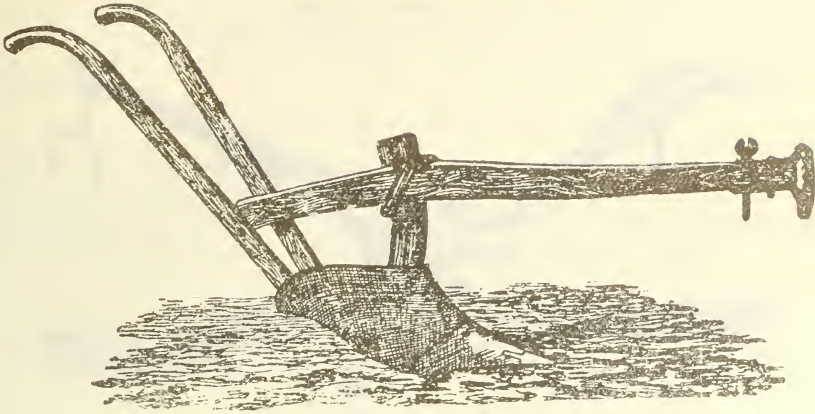
(a) A light and cheap plough for the light and sandy soil of the central and northern provinces;

(b) an all-steel plough for the heavier and alluvial land of the southwestern districts.

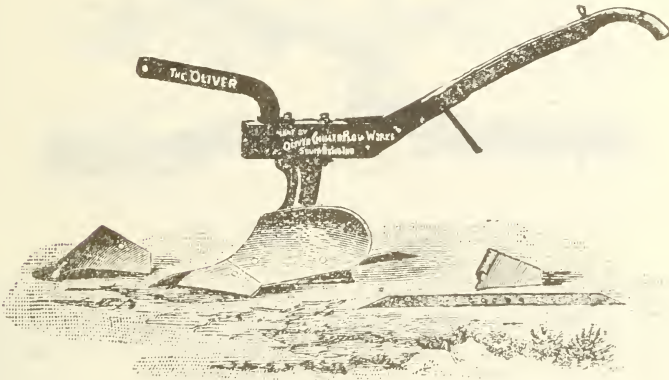
Representative types are shown hereunder:—



This plough for use in the vineyards and olive orchards, etc., is made in three different sizes weighing 15, 18 and 20 kilograms respectively, and ploughs up to a depth of about 16 centimetres.



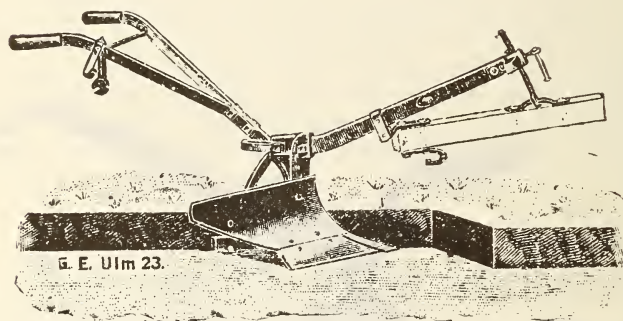
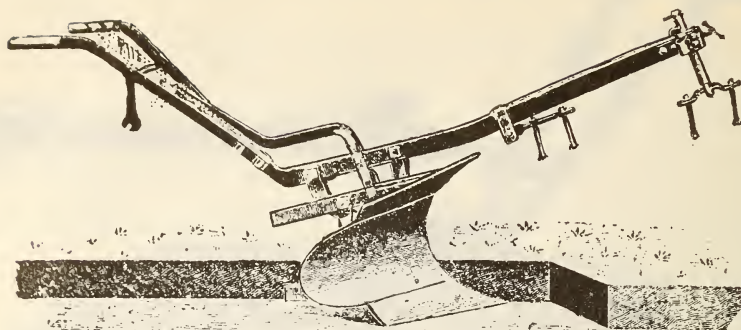
This type of plough for general uses is sold with either one or two handles and works to a depth of 20 centimetres.



The above cut represents another light plough in general use for ploughing up to 24 centimetres. It is constructed with both one and two handles.

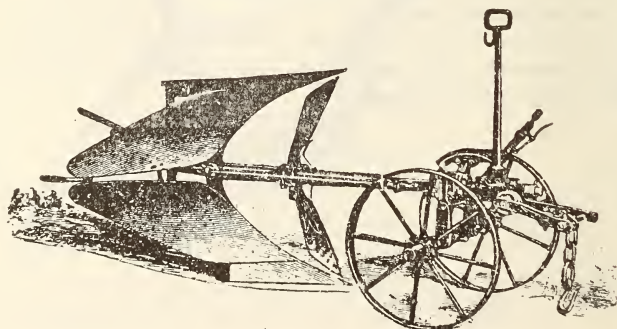
These ploughs are for the most part imported from the United States or copied locally. The point is formed of hardened cast-iron, and it is stated that the foreign point will last three times as long as the one made in the country. It is often difficult, however, to persuade the Spaniard that it is more economical to pay a higher price for the good point, the imported plough, than to buy the Spanish point originally and two new ones afterwards. The beams and handles of the American type are made of hickory. Prices range from 36 pesetas to 75 pesetas.

THE ALL-STEEL PLOUGH.



The Spanish trade in the all-steel plough has been almost entirely in the hands of the Germans, who after carefully studying the various conditions of soil in which this type might be used, evolved a model which had in pre-war days captured the market. The machine was built for two horses and could plough up to about 20 centimetres. The laid down cost of this plough ranged from 50 to 75 pesetas, according to the sizes and models taken. The Spanish manufacture of the all-steel plough has not obtained much success as yet, and sells higher than the imported article. Two types of the all-steel plough, which find the readiest sale, are reproduced above.

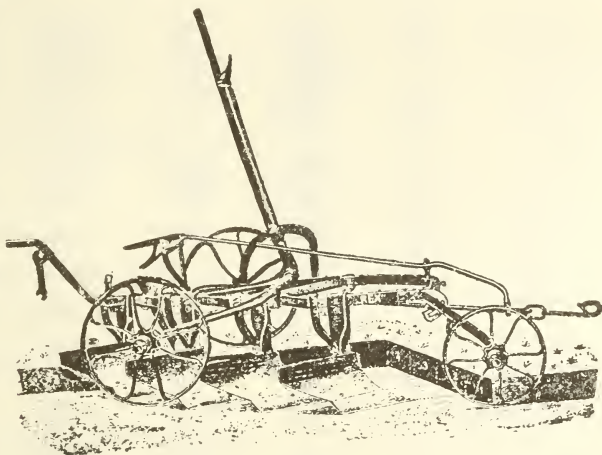
THE BRABANT PLOUGH.



Another plough which commands some sale in Spain is the famous continental Belgian plough, the Brabant. This machine, an illustration of which is seen above, has been offered in Spain in five different sizes, weighing 120, 140, 180, 240 and 300 kilogrammes.

MULTIPLE SHARE PLOUGHS.

The heavier type of all-steel plough, with two, three and four shares, also meets with a limited sale in Spain, and is constructed for two, three or four horse traction. These ploughs weigh up to 173 kilogrammes and plough up to 80 centimetres in breadth and 20 centimetres in depth. A four-share model is shown hereunder.



THE PORT OF MARSEILLES.

Marseilles, the principal seaport and in respect to population the second city of France, a first-class military and naval station, capital of the Department of Bouches-du-Rhône, lies 508 miles southeast of Paris. It stands on the northeast shore of the Gulf of Lyons, and on a bay containing a group of islets, one of which, the Chateau d'If, is of world-wide celebrity in connection with the elder Dumas' *Count of Monte Cristo*. Population (1911), 550,000.

The city, which is strongly defended, lies in the form of an amphitheatre round a natural harbour known as the Old Harbour, 70 acres in extent, and now used only for sailing vessels. The new docks, which communicate with the Old Harbour, have a water area of 414 acres and over 13 miles of quays. There are seven wet and seven dry docks. The port, which is the western emporium of the Levant trade and the French gate to the Far East, is the centre of numerous lines of steamers, the chief of which are the Messageries Maritimes and the Compagnie Générale Transatlantique. It is also the outlet for the important Marseilles-Rhône canal, which projected in 1903, was intended to be completed by 1919. There are no locks on the canal (50 miles in length), which is at sea-level throughout its entire course, and which with its tributaries will form a series of waterways 350 miles long navigable by heavy barges.

The imports include wine, spirits, coal, tallow, copper, machinery, metals, grain, cotton and palm oil, petroleum, seeds and nuts, cotton, hides, maize, raw sugar, rock sulphur, and wool. The exports include wines, bricks, metals, olive oil, oil cake, soap, refined sugar, dried vegetables, candles, and glycerine.

The illustration on the front page of this number of the *Weekly Bulletin* gives a view of the port of Marseilles.

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO NEW ZEALAND.

Years ended June 30, 1914-18.

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Abrasives—					
Wheels, emery and other.....	7,338	5,619	6,809	5,521	14,824
Other abrasives.....	14,736	14,827	14,758	13,892	7,404
Agricultural implements.....	265,098	132,711	189,658	262,345	140,667
Aluminium.....	3,005	2,876	3,162	32,132	29,971
Animals, living.....	8,305	7,062	3,254	727	3,130
Asbestos—					
Ore and unmanufactured.....					
Mfrs. of.....	3,768	9,667	22,992	17,386	30,170
Asphaltum.....	592	4,851	11,734	6,672	5,621
Athletic and sporting goods.....	4,897	3,031	1,344	4,121	10,608
Bark for tanning.....					
Blackening and polishes.....	5,445	8,566	17,528	9,294	3,941
Brass, mfrs. of—					
Bars, plates, sheets, etc.....			1,031	10,347	6,062
Pipes and fittings.....					946
All other mfrs. of.....	17,470	45,034	51,955	60,343	32,789
Breadstuffs—					
Bread and biscuits.....		126	1,035	881	9
Preparations of, for table food—					
Oatmeal and rolled oats.....	82	41		486	
All other cereal preparations.....	45,779	39,366	45,587	35,814	6,786
Wheat.....					
Wheat flour.....		185,576	40,293	1,788	
All other breadstuffs.....	1,305	5,519	3,952	4,334	1,471
Brushes.....	5,752	5,042	7,053	10,973	12,586
Cars, automobiles and other vehicles—					
Automobiles, commercial.....	61,599	31,575	149,848	119,833	145,764
" passenger.....	974,708	784,206	2,055,843	2,558,118	1,453,311
" parts of, except engines and tires.....	53,644	48,111	176,618	285,654	309,658
Cars for railways—					
For steam railways—					
Passenger.....				1,966	5,120
Freight and other.....					6,678
For other railways.....	11,511	14,856	6,678	14,509	
Cycles and parts—					
Bicycles, tricycles, etc.....	1,611	10,919	16,064	17,093	8,404
Motor cycles.....	6,029	49,072	282,049	236,432	157,432
All other vehicles and parts.....	66,781	44,832	46,380	53,769	79,579
Chemicals, drugs, dyes and medicines—					
Acids.....		5,154	3,595	10,959	10,434
Alcohol, wood.....		3,703	4,144	6,765	9,058
Baking powder.....			26		
Coal tar distillates, n.e.s.....					283
Dyes and dyestuffs.....	539	777	1,455	4,658	4,198
Extracts of tanning.....	884	2,543	2,506	14,413	10,528
Lime, acetate of.....					
Medicinal and pharmaceutical preparations	86,970	67,373	54,989	55,241	54,446
Roots, herbs and barks—					
Ginseng.....					
All other.....	1,040	678	2,884	1,648	1,787
Soda—Caustic soda.....					22,475
Soda ash.....					941
All other salts of soda.....		16,170	46,361	98,977	59,751
All other drugs, dyes and medicines.....	69,261	119,842	170,655	137,747	323,432
Clocks and watches—					
Clocks and parts.....	35,861	57,287	77,991	46,397	37,411
Watches and parts.....	5,750	1,313	11,303	16,446	20,171
Cocoa and chocolate not including confec- tionery.....	30	426	18,143	17,086	43,216
Confectionery.....	21,719	20,097	15,752	27,416	56,700
Copper—					
Refined in ingots, bars or other forms.....			223	3,434	6,533
Wire except insulated.....			12,575	4,364	6,371
All other mfrs. of copper.....	21,508	25,880	15,936	39,402	50,175

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO NEW ZEALAND—*Continued.*

	Years Ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Cotton—					
Unmanufactured					
Manufactured—					
Cloths, unbleached	35,557	65,861	80,662	111,183	38,584
" bleached	40,872	45,880	38,260	35,552	99,118
" coloured	87,632	129,728	251,005	381,292	288,736
Wearing apparel—					
Knit goods	12,714	34,962	214,535	235,017	112,369
Other wearing apparel	119,251	126,433	209,673	142,696	107,907
Yarn	252		406	6	21
Other mfrs. of cotton	30,439	31,592	96,040	99,935	61,010
Dental goods	21,013	16,331	21,465	27,696	15,361
Earthen, stone and chinaware	3,977	4,729	5,772	932	1,299
Electrical machinery and appliances—					
Batteries	10,662	12,472	31,835	62,891	141,378
Carbons					12,311
Dynamos or generators	2,414	14,869	1,251	5,190	5,757
Fans	1,420	415	973	2,587	527
Insulated wire and cables	1,096	1,259	2,028	59,364	2,514
Lamps	2,439	2,127	6,104	11,235	39,748
Meters and measuring instruments		953	3,811	10,679	37,905
Motors	14,263	16,884	54,340	30,391	53,796
Switches and accessories					165,949
Telephones	50,667	17,872	1,209	82,968	29,427
Transformers	11,088	26,683	10,161	4,684	2,376
All other electrical machinery, etc.	72,592	71,048	139,946	266,904	180,585
Explosives—					
Dynamite			32,979		93,275
Gunpowder (including smokeless)					
Other explosives	16	1,883	6,141	1,554	36,694
Fertilizers	2,300				
Fibres, vegetable, mfrs. of	4,346	9,128	9,574	18,478	9,023
Fish	12,253	17,970	38,564	35,540	79,075
Fruits and nuts	353,258	577,276	712,973	785,478	1,090,457
Furniture of metal	783	734	1,147	2,310	448
Furs and fur skins	5,566	4,291	5,640	9,960	13,241
Glass and glassware—					
Common window glass		12,791	69,029	62,913	37,939
Plate glass, unsilvered		14,456	56,384	36,192	21,545
Other glass and glassware	42,849	88,664	145,393	143,302	124,296
Glucose and grape sugar	42,378	31,304	72,682	47,818	23,988
Glue	1,444	2,084	1,324	946	1,306
Gold and silver (including jewellery)	1,075	729	1,751	6,084	5,740
Grease	20,515	27,931	31,412	15,120	29,520
Hops	6,667	4,586	4,637	4,675	5,609
Household and personal effects	3,319	2,835	10,871	1,491	744
India rubber—					
Belting, hose and packing	35,424	38,994	39,447	22,724	50,864
Boots and shoes	42,974	42,812	42,508	29,153	35,852
Tires for automobiles	35,695	201,379	944,008	69,705	946,804
" all other	4,397	11,475	49,223	68,496	24,331
All other India rubber	49,066	31,966	86,223	246,224	120,987
Ink	14,880	14,389	15,675	15,207	20,460
Instruments for scientific purposes	4,793	8,624	10,505	14,268	16,956
Iron and steel—					
Pig iron	1,417			16,255	29,000
Bar iron			4,224	2,798	1,281
Bars or rods of steel—					
Wire rods			53	1,393	
All other	239	532	23,367	41,371	20,465
Billets, ingots and blooms of steel			3		
Bolts, nuts, rivets and washers	14,439	7,338	12,466	35,815	28,090
Car wheels and axles			1,778		12,301
Castings, n.e.s.	11,363	6,160	8,674	16,436	5,092
Chains					16,495
Cutlery	11,049	6,703	23,297	26,397	41,875
Enamelled ware	9,095	7,460	15,611	35,122	8,353
Firearms	33,650	33,883	54,051	30,979	25,079
Forgings, n.e.s.					1,162

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO NEW ZEALAND—*Continued.*

	Years Ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Iron and steel— <i>Con.</i>					
Hardware—					
Buildings—Locks.....	18,724	15,860	18,156	30,653	19,956
Hinges and other.....	54,053	42,889	60,883	92,923	32,835
Other hardware.....		1,964	12,251	9,803	30,776
Hoop, band and scroll.....			67	10,386	4,416
Horseshoes.....	2,158	1,551			17,745
Machinery, n.e.s.—					
Adding and calculating machines...	10,047	7,375	8,281	19,681	57,484
Air—compressing machinery.....	2,081	1,971	792	2,007	1,549
Brewers' machinery.....	1,100	1,515			117
Cash registers and parts of—					
Cash registers.....	60,009	58,471	30,901	40,032	21,241
Parts of.....		3,729	5,605	1,582	346
Concrete mixers.....					4,072
Cream separators.....	13,403	7,017	34,274	18,152	31,335
Elevators and elevator machinery...		1,345	1,735	271	429
Engines and parts of—					
Internal combustion—					
Gas, stationary.....	1,593	4,719	2,355	16,417	3,830
Gasoline—					
Automobile.....	615	1,456	515	1,663	300
Marine.....	21,583	20,339	20,648	23,963	15,777
Stationary.....	33,134	17,810	36,829	43,341	24,552
Traction and caterpillar.....			16,839	57,863	46,499
Kerosene engines.....					43,790
Steam—					
Locomotives.....	18,360				
Marine.....		928			
Stationary.....	2,497	541	122	3,600	
Traction and caterpillar.....	3,474		1,866	2,401	
All other engines.....	703	477	7,273	37,545	7,966
Parts of engines—					
Boilers.....					904
Boiler tubes.....					1,889
All other parts.....	16,678	29,121	36,747	60,090	43,859
Flour and grist mill machinery.....	560	840	270	3,948	216
Laundry machinery.....	23,565	10,944	20,456	9,434	10,181
Lawn mowers.....	36,115	22,027	18,944	24,992	28,886
Metal working machinery—					
Lathes.....					30,544
Other machine tools.....					13,939
Sharpening and grinding machines.....					2,401
All other metal working machinery.....	36,260	21,679	68,926	67,192	9,847
Meters, gas and water.....		7,249	3,454	4,511	8,603
Mining machinery—					
Oil well machinery.....		3,129			
All other.....	14,765	81,490	12,558	4,692	4,311
Paper and pulp mill machinery.....	714		923	4,454	
Printing presses.....	4,260	9,363	3,453	5,894	4,314
Pumps and pumping machinery.....	32,762	26,121	34,271	54,571	36,467
Refrigerating machinery.....	6,811	11,966	1,692	10,292	67,285
Road making machinery.....					7,289
Sewing machines.....	113,283	43,758	53,534	36,373	32,177
Shoe machinery.....	1,545	11,600	14,113	13,613	5,042
Sugar mill machinery.....			202		
Textile machinery.....	52	3,690		1,200	1,537
Typesetting machines.....	36,124	6,854	1,866	15,962	7,280
Typewriting machines.....	34,715	39,554	48,526	60,483	85,439
Windmills.....	20,703	17,783	18,642	13,139	6,431
Wood working machinery—					
Saw mill machinery.....	11,137	1,083	4,096	4,769	19,506
All other.....	37,032	15,458	8,787	15,880	3,392
All other machinery.....	120,894	190,075	261,883	270,999	116,383
Nails—					
Cut nails.....	3,182	1,039	5,838	3,502	30,177
Wire nails.....	88,100	70,215	63,376	101,198	73,097
All other (including tacks).....	19,812	15,348	24,411	59,219	51,335
Needles.....					332
Pipes and fittings.....	6,169	3,389	17,097	28,480	45,941
Radiators and house heating boilers.....			365		200

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO NEW ZEALAND—*Continued.*

	Years Ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Iron and steel.— <i>Con.</i>					
Railway track material—					
Railroad spikes.....		39	754	199	
Rails of steel.....	825	70,759	28,551	13,217	
Switches, frogs, splice bars, etc.....	11,235	2,167	1,541	2,351	160
Safes.....	97	75	995	184	
Scales and balances.....	19,817	14,527	13,362	21,032	19,396
Sheets and plates—					
Galvanized iron and steel sheets....	8,628	1,999	68,436	68,217	82,470
Iron sheets and plates.....			900	5,332	12,999
Steel plates.....	3,237	1,282	4,514	16,686	24,491
Steel sheets.....	28,339	14,416	46,692	22,054	96,686
Stoves and ranges.....	22,035	17,550	15,323	9,326	2,974
Structural iron and steel.....	90,911	791	1,792	37,848	27,880
Tin plates and mfrs. of—					
Tin plates, terne plates and taggers tin.....	1,647		45,050	102,860	24,605
All other mfrs. of.....	4,520	3,957	12,351	15,808	5,649
Tools, n.e.s.—					
Axes.....	56,507	42,918	26,821	37,146	15,466
Augers, bits and drills.....					21,516
Files and rasps.....					46,819
Hammers and hatchets.....	17,794	11,279	13,554	10,753	10,497
Saws.....	57,526	39,019	51,776	45,368	31,504
Spades and shovels.....	9,526	6,155	6,855	4,574	2,909
All other.....	159,071	121,868	153,712	189,881	83,413
Wire—					
Barbed.....	105,749	80,054	79,104	74,509	115,422
All other wire.....	165,825	178,512	262,432	160,663	311,605
Wire, mfrs. of—					
Wire rope and cables.....					1,459
Woven wire fencing.....	14,416	10,940	12,902	23,414	17,443
All other.....	51,012	31,377	65,150	90,336	95,099
Wood screws.....					18,247
All other mfrs. of iron and steel.....	78,162	78,482	186,840	220,261	116,154
Lamps, chandeliers and all illuminating devices (except electric).....	51,804	41,371	69,526	89,218	77,277
Lead—					
Pigs, bars, etc.....		7,198			
Mfrs. of.....	3,501	3,405	3,186	5,199	1,159
Leather, unmanufactured—					
Belting.....	3,718	8,387	1,687	2,470	1,992
Patent.....	6,907	3,598	14,229	27,840	2,844
Sole.....	2,989	28,318	123,868	133,811	45,164
Upper—					
Calf and kip.....	40		1,909	9,732	22,777
Goat and kid.....	30,392	28,797	45,066	67,805	127,975
All other upper.....	9,112	24,788	16,246	29,033	16,708
Boots and Shoes—					
Children's.....	3	2		2,245	942
Men's.....	17,331	15,409	22,989	35,937	5,241
Women's.....	17,297	13,712	22,957	117,724	118,697
Harness and saddles.....	11,620	5,938	3,425	4,052	1,637
Shippers.....	5	4	536	254	
All other manufactured.....	11,348	11,534	32,779	28,169	17,393
Leather, imitation.....	3,560	4,934	11,493	12,640	4,407
Meat and dairy products—					
Meat products.....	67,764	78,574	101,933	125,122	155,482
Dairy products.....	32	45	412	23	30
Metal polish.....	9,939	5,502	5,819	15,855	17,614
Metals, metal composition, n.e.s.....		3,066	20,471	3,505	6,502
Mucilage and paste.....	2,756	2,573	4,630	5,347	5,515
Musical instruments—					
Organs.....	7,657	3,172	3,371	5,007	4,676
Pianos—					
Player pianos.....	2,128	3,795	8,089	4,097	14,349
All other pianos.....	3,013	4,683	16,795	32,721	31,513
Perforated music rolls.....	65	51	960	1,159	312
All other and parts.....	2,149	2,135	4,407	9,460	5,456

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO NEW ZEALAND—*Continued.*

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918
Naval stores—	\$	\$	\$	\$	\$
Resin	25,738	16,156	10,905	24,696	34,132
Tar, turpentine and pitch	75	240	.....	25	.....
Turpentine, spirits of	28,987	39,780	55,265	48,855	56,270
Nickel—Manufactures of	585	953	503	888	23,029
Notions, n.e.s. ....	.....	.....	3,064	5,098	4,298
Oilcloth and linoleum	11,265	9,109	17,847	34,322	33,638
Oils—					
Animal	2,727	6,000	3,380	2,391	1,304
Mineral—					
Crude .....	.....	.....	7,058	.....	.....
Refined or manufactured—					
Fuel and gas oil	360	1,130	918	60,750	.....
Illuminating oil	630,292	496,823	839,563	394,976	737,101
Lubricating	179,880	168,501	257,361	274,152	358,455
Naphthas and light products of distillation	1,224,772	529,978	1,643,987	1,919,945	2,411,094
Vegetable—					
Fixed or expressed	17,990	16,227	61,850	62,554	123,826
Volatile or essential	1,570	2,353	1,938	3,184	3,390
Paints, colours and varnishes—					
Dry colours	8,874	11,075	14,134	23,315	22,899
Lead	4,486	27,032	65,641	70,584	201,569
Ready-mixed paints	38,289	36,207	42,030	39,778	87,625
Varnish	19,897	12,500	13,775	20,377	18,134
Other paints and colours	47,266	29,101	48,812	56,651	33,952
Paper—					
Bags	3,589	4,971	1,153	1,884	7,023
Books, music, maps, engravings, etchings, photographs and other printed matter	70,693	79,357	107,734	113,329	153,756
Boxes and cartons	35	364	491	120	250
Carbon paper	4,349	6,183	3,952	4,380	3,701
Paper board and straw board .....	.....	25,940	47,111	34,982	21,716
Paper hangings	15,916	5,771	9,736	13,094	8,205
Playing cards	7,553	4,028	5,021	5,919	7,180
Printing paper—					
Newsprint	150	.....	860	11,063	19,707
All other	1,819	1,338	19,534	105,398	101,515
Wrapping paper	737	26,900	37,586	68,129	36,443
Writing paper and envelopes	13,621	9,399	29,728	61,209	96,095
All other paper	40,150	25,458	46,181	39,707	47,422
Paraffin	44,209	31,984	71,165	66,042	28,806
Pencils and pencil leads	2,793	3,398	5,311	6,285	9,065
Pens	1,187	1,951	4,818	1,082	1,584
Perfumeries, cosmetics and all toilet preparations	21,276	27,595	59,070	65,913	118,756
Phonographs, graphophones and records—					
Phonographs, graphophones and gramophones	557	.....	6,711	24,344	20,036
Records and accessories .....	.....	261	812	8,596	32,314
Photographic goods—					
Cameras	13,961	5,579	24,975	81,380	35,926
Motion picture films—					
Not exposed	509	.....	3,882	.....	3,578
Exposed	290	6,716	31,570	38,259	20,805
Other sensitized goods	3,007	5,502	41,955	91,390	30,816
Other apparatus	200	.....	2,652	5,603	1,426
All other	1,357	5,524	29,791	28,720	18,142
Plaster, builders' and common	14,128	7,416	8,856	3,875	3,293
Plated ware, except cutlery and jewellery	11,950	18,300	23,359	35,013	33,544
Plumbago or graphite—					
Unmanufactured	720	334	.....	200	254
Manufactures of	162	1,366	881	3,295	719
Quicksilver .....	.....	.....	.....	10,033	125
Refrigerators	1,056	1,114	1,222	610	488
Roofing felt and similar materials	33,185	53,107	99,652	73,149	222,516
Salt	49,363	19,854	27,671	11,593	78,623

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO NEW ZEALAND—*Continued.*

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Seeds—					
Grass—					
Clover	76,210	1,566	6,085	111,976	197,634
Timothy	539	7,487	8,675	23,662	44,797
Other grass seed	18,515	12,243	3,680	33,967	51,219
Other seeds	4,499	15,928	18,223	32,177	31,813
Shoe findings		52	6,910	16,500	16,940
Silk, manufactures of	27,170	52,670	33,296	47,807	79,502
" artificial				24,904	48,300
Soap—					
Toilet or fancy	66,882	52,386	68,449	45,209	568
All other	5,681	2,735	7,845	3,785	4,001
Spirits, wines, liquors and other beverages—					
Malt liquors	15	2,232	4,496	1,409	
Spirits, distilled	1,368	320	84	436	154
Wines	1,097		199		
Other beverages	1,319	441	1,155	2,627	1,941
Sponges	4,459		1,983	327	1,434
Starch	1,286	750	2,405	5,158	3,368
Stone, including marble	21,609	13,848	14,783	14,646	10,229
Sugar and molasses	569	6,419	7,257	906	45
Surgical appliances (not including instruments)	16,223	40,238	40,247	29,331	21,764
Suspenders and garters					21,511
Tobacco—					
Unmanufactured	2,088		10,318	77,885	143,076
Manufactured—					
Cigarettes	20,833	8,976	16,217	7,832	7,240
Cigars and cheroots	2,453	2,060	2,580	3,855	1,623
Plugs	163,766	167,303	182,639	99,717	105,363
Smoking	180,862	127,285	167,076	143,608	51,985
All other		862		28	160
Toys	9,486	12,193	37,903	39,487	35,962
Trunks, valises and travelling bags	1,648	957	8,243	5,606	6,623
Type	2,803	2,025	729	1,927	918
Typewriter ribbons	1,716	2,950	4,367	4,131	2,376
Vegetables—					
Beans and peas	299	3,453	5,852	503	1,561
Onions	21,574	7,651	13,818	1,855	
Pickles and sauces	2,109	1,131	4,252	3,263	687
Potatoes, except sweet potatoes		779			
Vegetables, canned	13,304	13,872	10,618	11,380	8,839
Other vegetables	13	14	344		535
Vulcanized fibre and mfrs. of		521	363	775	1,369
Wall boards (substitute for plaster)	3,575	4,129	36,487	5,719	10,423
Wax	901	1,238	3,521	2,696	15,896
Wood—					
Logs and round timber	100		1,701	3,364	
Timber, sawed			920		
Lumber—					
Boards, planks and scantlings—					
Fir	70,956	102,807	79,898	54,460	80,246
Pine	6,832	4,318	16,274	9,331	
Redwood	30,723	19,828	13,667	9,439	13,601
All other	42,037	20,318	21,279	18,524	8,387
Shingles	948	960	599	1,525	7,452
All other lumber	11,585	3,703	3,017	3,724	5,205
Manufactured wood—					
Furniture	41,563	22,281	20,165	16,805	8,735
Handles, implements and tools					20,102
Hogsheads and barrels, empty			14	196	142
Incubators and brooders	8,475	6,875	2,204	2,110	3,671
Shooks—Box			418	439	231
Staves and headings		57	3,847	8	630
Trimnings, mouldings and other house furnishings	37,079	14,670	11,483	12,998	5,000
Woodenware	14,566	8,145	48,071	3,280	13,829
Wood pulp				256	
All other manufactured wood	112,909	99,957	129,043	84,770	46,306

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO NEW ZEALAND—*Continued.*

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Wool—					
Manufactured—					
Cloths and dress goods.....					6,062
Wearing apparel.....	1,585	771	1,161	14,570	9,609
All other mfrs.	1,641	1,081	10,507	20,905	20,738
Zinc—					
Pigs, bars, plates and sheets.....		22,538			
Spelter cast in pigs, slabs, etc.....			12,596	1,946	
Rolled in sheets, strips, etc.....			31,035	37,921	35,167
All other mfrs.	52	3,663	2,833	702	3,260
Total Exports of Principal and Other Articles of United States produce to New Zealand	8,915,434	8,332,804	15,093,167	16,828,063	17,332,936

IMPORTANCE OF SENDING COMMERCIAL TRAVELLERS TO
NEWFOUNDLAND.

TRADE COMMISSIONER W. B. NICHOLSON.

St. John's, December 2, 1919.—If more Canadian manufacturers could be made to realize the importance of sending capable commercial travellers to this market, a still greater impetus would be given to importations from Canada. And this fact is amply illustrated by confidential verbal reports received from commercial travellers who have been assisted by this office. For instance, a fur house whose trade did not exceed \$5,000 to \$6,000 a season, sold last season about \$50,000 worth of manufactured fur goods. Also, the representative of a broom and brush manufacturing concern recently reported sales amounting to \$24,000, exceeding by nearly 100 per cent the total of the largest importations in any one year. The importance therefore of the commercial traveller as a trade-securing factor cannot be over-estimated, and this is particularly true in regard to Newfoundland. The local importer desires to see a representative coming direct from the exporting firm, and will invariably buy more readily and in larger quantities than from a local agent.

Trade of Newfoundland for Year ending June 30, 1918.

Statistics of the foreign trade of Newfoundland for the fiscal year ended June 30, 1918, have been made public, and indicate business conditions for that year to have been very satisfactory. The total trade amounted to \$57,046,072, exceeding the trade of 1917 by \$13,346,391. Imports totalled \$26,892,946 as compared with \$21,318,310 in 1917, while exports increased in the same period from \$22,381,767 to \$30,153,517.

Imports from Canada show a substantial increase of \$3,965,342, and from the United States of \$2,010,847, while imports from the United Kingdom show a decrease, the total being \$2,248,781 as against \$2,620,033 in 1917.

It will be noted by these figures that imports increased about 26.16 per cent, while imports from Canada and the United States show increases of about 49.45 and 19.65 per cent, respectively. Just what the unprecedented increase in the total trade of the country represents may be gathered by a comparison of the previous years since the war began:—

Year.	Imports.	Exports.	Total Trade.
1914..	\$15,937,026	\$15,134,543	\$30,328,369
1915..	12,350,786	13,136,880	25,487,666
1916..	16,427,336	18,969,493	35,396,829
1917..	21,318,310	22,381,762	43,700,072
1918..	26,892,946	30,153,517	57,046,463

These figures show that after the trade recovered from the shock of the first stage of the war, a steady and gradual advance was made until a figure was reached that a few years previously would almost have seemed incredible. As an evidence of the material prosperity prevailing, only one small commercial failure of about \$2,000 with nominal assets of \$400 was reported for the year 1918, a result which will be better appreciated when it is remembered that the industries of Newfoundland are practically restricted to the fishery, iron-mining and paper-making, with a comparatively small prosecution of agriculture in a rudimentary form, while a liberal valuation of the country's industries would not, it is said, exceed \$40,000,000.

A further evidence of the economic betterment of the people is claimed to be illustrated by the increase in the Customs revenue. The returns for five years show the following increases:—

1914..	\$2,954,957
1915..	2,665,915
1916..	3,835,174
1917..	4,310,545
1918..	4,781,934

The chief factor, however, contributing to the prosperity of the country was the enormous enhancement of the value of the products of the island's chief industry—the fishery—which amounted to \$25,547,334, against \$17,651,001 in the year 1917, an increase of about 44.73 per cent.

The total quantity of dried codfish exported was 1,821,206 quintals, which averaged about \$13.50 a quintal, as compared with 1,568,020 quintals at about \$8.25 a quintal in 1917. With the increased price obtained for the codfish, a degree of prosperity such as was never before approached naturally followed, and resulted in increased savings bank deposits of millions of dollars and a general trade buoyancy beyond all previous records.

The seal fishery was prosecuted by the smallest fleet in tonnage for many years, the ships employed being nearly all of the wooden whale type, now almost extinct. The returns for the past four years for this industry show the following results:—

Year.	Ships.	No. of Seals.	Value.
1914..	20	233,719	\$497,979
1915..	13	47,004	93,479
1916..	11	241,302	642,464
1917..	12	196,228	516,757
1918..	14	151,431	863,503

The herring fishery, which is prosecuted chiefly on the west coast, showed in the general enhancement of value, though the catch was reduced owing to many of the younger men formerly engaged in the industry having enlisted for active service with the naval and military forces.

Statistics for four years are as follows:—

Year.	No. of Vessels.	Barrels.	Value.
1914..	57	60,522	\$151,699
1915..	66	78,881	242,631
1916..	38	36,776	202,471
1917..	29	35,825	373,986
1918..	42	37,812	402,197

The increased valuations realized in this branch of the fishery are said to be largely due to the improved method of curing, namely, the "Scotch Cure," which ensures the highest value in the foreign markets.

The official returns give the exports of the country for the year under review as follows:—

Products of the fisheries.. . . .	\$25,547,334
“ agriculture.. . . .	16,704
“ the forest.. . . .	320,609
“ the mine.. . . .	972,203
Manufactures (local).. . . .	3,045,893
Game.. . . .	387
Wines.. . . .	6,876
Old metal.. . . .	30,185
Junk.. . . .	15,452
Miscellaneous.. . . .	197,874

The following table of imports compiled from the official returns shows the positions of the principal competing countries in this market during the years 1914 to 1918 inclusive:—

Year.	United Kingdom.	Canada.	United States.
1914.. . . .	\$3,826,529	\$ 4,861,047	\$ 5,796,906
1915.. . . .	2,311,945	4,509,827	4,943,752
1916.. . . .	2,579,614	5,870,456	7,097,779
1917.. . . .	2,620,033	7,412,300	10,233,899
1918.. . . .	2,248,781	11,107,642	12,244,746

Analysis of the import trade will follow in due time.

FALL IN PRICES OF POTATOES IN CUBA PREDICTED.

The following article, predicting a material fall in the price of potatoes in Cuba as the result of the establishment of a new line of cargo steamers between Norfolk, Virginia, and Havana, appeared in the Cuban newspaper *Diario de la Marina* of November 26, and will be of interest to potato exporters in the Maritime Provinces. (The following are the exports of potatoes from Canada to Cuba for the years 1914 to 1919: 1914, 696,302 bushels; 1915, 617,698 bushels; 1916, 326,113 bushels; 1917, 997,581 bushels; 1918, 1,186,707 bushels; and 1919, 732,478 bushels.) The translation of the article has been forwarded by E. M. Ludwig, assistant to the Canadian Trade Commissioner at Havana,

Mr. Joseph A. Muñoz, Cuban consul in Norfolk, United States, has forwarded to the Secretary of State of Cuba, the following report:—

“I have the honour to inform you that in this city there has been organized a new line of general cargo steamers for service between this port and Havana; this service will be weekly and the first boat will sail from Norfolk toward the end of the present month of November.

“The new line of steamships established will fill a crying need and facilitate the commercial traffic with Cuba, not only of this state but also of all the great centres of production of the west, which have more rapid communication with this port than with New York. With this new line of steamships there will be cheapened many of the prime articles which at the present time suffer great delay and damage in being transported to Cuba, delay and damage which reduce the profits of the merchant although the article may fetch the highest price on arriving in the hands of the Cuban consumer.

“The potato crops of this state of Virginia are abundant and of magnificent quality and their principal market is Cuba; so far this article of prime necessity has been suffering great damage in its transportation to Cuba by railway, for which reason I have been endeavouring to get the exporters to ship by steamers adequately fitted out in order that, by the lowering of the freight and consequently the cost of the merchandise, the latter may arrive in hands of the consumer at a reasonable price without reducing the just profits of the seller of an article of this nature on which it is necessary to obtain a large margin in order to compensate the risk that is run.

"At present an important Virginian firm in the potato business in the United States has decided to extend its business to Cuba, and to this end has contracted for thirty thousand barrels of potatoes a month, this being the quantity which that firm proposes to ship to our country, and with this object in view has been negotiating for the freighting of a fruit steamer devoted exclusively to this purpose. In this state the potato is abundant throughout the year and it produces two crops, one which is just starting to be gathered and the other in spring. I estimate that as soon as the potatoes from this firm commence to arrive in Cuba via steamer this article of prime necessity will be materially cheapened.

"As to the importance of this port in relation to Cuba, this is demonstrated by the fact that this consulate so far this year has despatched 245 ships to Cuban ports."

THE LYONS FAIR.

The director of the Lyons Fair writes that the time is now very short for making arrangements for space at the next fair. Any Canadian manufacturers who wish to exhibit at the Spring Fair in March, 1920 should communicate with Mr. J. A. Victor, London Office, The Lyons Fair, 31 Budge Row, London, E.C. 4.

THE ANTI-DUMPING BILL IN THE BRITISH PARLIAMENT.

The following analysis of the chief provisions of the Anti-Dumping Bill, which was introduced into the British House of Commons, November 19, appeared in the *London Times* of November 21:—

PREVENTION OF DUMPING.

The Board of Trade is given power by order to prohibit the importation of goods at prices below the selling prices in the country of manufacture. The embargo will be withdrawn on the payment of the difference between the two prices.

Such order is not to come into operation until it has been approved by a trade regulation committee, consisting of the president of the Board of Trade (chairman), three other ministers, three government officials, and 10 members of the House of Commons nominated by the House.

If, however, the Board of Trade are of opinion that on account of urgency an order shall come into immediate operation, they are given the power to make a provisional order for 21 days only without reference to the committee.

SAFEGUARDING OF KEY INDUSTRIES.

The Board of Trade is given power by order to prohibit the importation of 15 specified classes of goods, including dyes, optical glass, and magnetos.

The importation of goods which would compete unfairly with the products of home industries affected by a depreciation of foreign currency may also be prohibited.

The importation of hops may be prohibited for four years from the end of the war. All such orders are subject to the approval of the Trade Regulation Committee.

The Board may fix maximum prices for similar goods in the United Kingdom, and are given power to investigate the books of manufacturers and sellers.

PROHIBITION OF EXPORTS, &C.

The Board of Trade may by order, subject to the approval of the Trade Regulation Committee, prohibit the exportation for three years from the end of the war of 11 specified articles, including gold and silver coin, fuel, meat, wheat, sugar, opium, and cocaine.

The Board may grant an amount not exceeding £26,000,000 at any one time for export trade credits. The Board may also undertake the insurance of any goods where abnormal risks are involved.

VALUATION OF GOODS FOR IMPORT DUTIES IN AUSTRALIA.

(*British Board of Trade Journal.*)

The Board of Trade have received, through the Colonial Office, copy of a Bill to amend the Customs Act, 1901-16, which was read for the first time in the Commonwealth Parliament on August 7 last. The Bill proposes, *inter alia*, to repeal sections 154-6 of the principal Act and to substitute new sections. These sections relate to the basis of valuation of goods for the purpose of levying *ad valorem* duties on their importation into Australia. In the proposed sections no new principle of valuation is introduced, but the order of the provisions has been rearranged and some other amendments made with a view to making quite clear the basis on which duty is payable, and reducing the number of investigations in the country of export, and so avoiding the consequent delay in the adjustment of duty.

The proposed new sections are as follows:—

154 (1) When any duty is imposed according to value, the value for duty shall be the fair market value of the goods in the country whence they were exported to Australia, and an addition of ten per centum on such market value.

(2) "Fair market value" in this section means the sum of the following:—

- (a) The price for which any cash purchaser could at the time of shipment purchase for home consumption such goods in the principal markets of the country whence the goods were exported, but not being in any case less than the actual money price shown in the genuine invoice; and
- (b) all free-on-board charges payable or ordinarily payable in connection with the placing of the goods on board ship at the port of export in that country.

155 (1) When entry is made of goods upon which duty is imposed according to value, the owner shall deliver to the collector with the entry:—

- (a) The genuine invoice for the goods;
- (b) A declaration by the owner in the prescribed form verifying the particulars in the entry; and
- (c) A statement in the prescribed form showing, in the currency of the country of export, the fair market value of the goods as defined in subsection (2) of the last preceding section.

(2) The invoice shall be stamped by the collector with the customs stamp, and shall be produced to the officer prior to the delivery of the goods for home consumption or for warehousing.

(3) The absence from an invoice of the customs stamp shall be *prima facie* evidence that the invoice was not produced to an officer.

(4) If the collector is satisfied:—

- (a) That no genuine invoice has been issued for the goods; or
- (b) that the genuine invoice for the goods cannot be produced, he may dispense with the production thereof upon receipt of evidence to his satisfaction of the fair market value of the goods.

156. The "genuine invoice" means:—

- (a) The original invoice, prepared and issued by the seller in the country whence the goods were exported, showing the true description of the goods and the actual money price paid or to be paid for the goods by the purchaser in the country whence they were exported, without any deduction; or
- (b) in the case of goods consigned for sale in Australia, an invoice, prepared and issued by the consignor, showing the true description of the goods and the actual money price for which any cash purchaser could at the time of shipment purchase for home consumption such goods in the principal markets of the country whence the goods were exported.

NEW INCORPORATIONS.

Dominion.

Simons, Limited. Incorporators: William Symon Morlock, Sydney Ellis Wedd, Roy Beverley Whitehead and Bruce Victor McCrimmon, solicitors; and Samuel Davidson Fowler, solicitor's clerk—all of Toronto. Capital \$10,000,000, divided into 100,000 shares of \$100 each. Chief place of business, Montreal.

Ottawa Farm Journal, Limited. Incorporators: Philip Dansken Ross and Ernest Norman Smith, publishers; Richard Francis Parkinson, manager; William Arthur Perry, accountant; and Robert Bert Faith, journalist—all of Ottawa. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Ottawa.

The Oakoal Company (Canada), Limited. Incorporators: Joseph Max Bullen, Norman Stuart Robertson and Harold Learoyd Steele, barristers-at-law; Agnes Porter Traill, accountant; and Lena Duff, stenographer—all of Toronto. Capital \$1,250,000, divided into 250,000 shares of \$5 each. Chief place of business, Toronto.

Gear Products of Canada, Limited. Incorporators: George Harry Allington and Harvey Taylor Harrison, mechanical engineers; Frederick William Wilson, contractor; and Harry Shortt, law clerk—all of St. Catharines. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, St. Catharines. (Private company.)

Western Wheel and Foundries, Limited. Incorporators: John Archibald McVicar, Albert Townsend Hawley and Norman Joyce D'Arcy, barristers-at-law; Joseph Gillyard Chanter and Alfred Beatty Rosevear, students-at-law—all of Winnipeg. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, St. Boniface.

Stauffer-Dobbie, Limited. Incorporators: Joseph Stauffer, George Alexander Dobbie and James Howarth Bennett, manufacturers; Clive Bowman Stauffer, traveller; and John Edward O'Grady, accountant—all of Galt. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Galt.

Canadian Nathan, Limited. Incorporators: Henry Arnold Burbridge, John Roy Marshall and Arthur Burgess Turner, barristers-at-law; George Alexander Young, solicitor's clerk; William Hazell, student-at-law; Isabel Villa, accountant; Amy Helena Johnson, Isabell Glen and Marjorie Elizabeth Ironside, stenographers—all of Hamilton. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Chas. E. Goad Engineering Company, Limited. Incorporators: Goldwin Larratt Smith and Thomas Bazil Richardson, solicitors; John Robert Cartwright and Edith Lackie, law clerks; and Teresa Burns, accountant—all of Toronto. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Toronto.

Kenworthy Bros. of Canada, Limited. Incorporators: Gerald Augustine Coughlin and Frank Breadon Common, advocates; Francis George Bush, book-keeper; George Robert Drennan and Alexander Gordon Yeoman, stenographers; Herbert William Jackson, and Michael Joseph O'Brien, clerks—all of Montreal. Capital \$100,000. Chief place of business, St. Johns, Que.

Dominion Oxygen Company, Limited. Incorporators: Howard Armour Harrison, William John Beattie and Robert Everett Laidlaw, barristers-at-law; Thomas John Carley, student-at-law; and John Frederick Van-Lane, accountant—all of Toronto. Capital \$100,000. Chief place of business, Toronto.

MacPherson Wire Company, Limited. Incorporators: John Alexander MacPherson, manufacturer; George Carley, commercial traveller; Henry Dunham, contractor; James Crawford, accountant; and Leonard Hibbert, machinist—all of Hamilton. Capital \$400,000, divided into 4,000 shares of \$100 each. Chief place of

Ontario.

The Pigeon River Development Company. Incorporators: Alexander Jarvis McComber, barrister-at-law; William Fitzgerald Langworthy, K.C.; and Laura Victoria McComber, Margaret Edith McFarland, and May Niven Cattanaach, stenographers—all of Port Arthur. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Port Arthur.

Canadian-American Resources, Limited. Incorporators: Melvin George Hunt, barrister-at-law; Leonard Charles Thomas, student-at-law; Lewis Ernest Denyes, broker; Anna Robina Irvine, book-keeper; and Marjorie Alberta Ullman, stenographer—all of Toronto. Capital \$50,000,000, divided into 5,000,000 shares of \$10 each. Chief place of business, Toronto.

General Phonograph Corporation of Canada, Limited. Incorporators: John Antliff Kent, accountant; Maxwell Cline Purvis and Guy Meredith Jarvis, barristers-at-law; and Wilfred Campbell Milne and Geoffrey Stuart O'Brien, students-at-law—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Toronto.

S. McCord & Co., Limited. Incorporators: Samuel McCord, George Samuel McCord, Norman Reginald McCord and Thomas McCord, merchants; and Robert Jefferson Scott, accountant—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

General Examining and Developing Company, Limited. Incorporators: William Walter Perry, company secretary; Walker Whiteside, student-at-law; Charles Herbert Croft Leggott; and Edna Fitzsimons, accountants; and Gertrude Slater, stenographer—all of Toronto. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Chief place of business, Toronto.

Hunts Limited. Incorporators: Harold Learoyd Steele, Joseph Max Bullen, Norman Stuart Robertson, and George McClure Willoughby, barristers-at-law—all of Toronto; and Robert Alan Sampson, student-at-law. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Toronto.

Dominion Rubber System Housing Co. (Waterloo), Limited. Incorporators: John Alexander Martin and Norman Montgomery Davison, manufacturers; Walter Harttung, loan company manager; Harvey James Sims, George Bray and David Graham McIntosh, barristers-at-law; Elias Stephen Playford, accountant; and Elizabeth Wegenast and Nettie Kathleen Howe, stenographers—all of Kitchener. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Kitchener.

Central Operating Company, Limited. Incorporators: William Walter Perry, company secretary; Walker Whiteside, student-at-law; Charles Herbert Croft Leggott, and Edna Fitzsimons, accountants; and Gertrude Slater, stenographer—all of Toronto. Capital of \$100,000, divided into 100,000 shares of \$1 each.

St. Mary's Cement Co., Limited. Incorporators: George Herbert Sedgewick, John Wellington Pickup, Robert Elmer Fennell, James Aitchison, and Norman Stuart Caudwell, barristers-at-law; and Harriet Jeanette Wilson and Catherine Gallagher, stenographers—all of Toronto. Capital \$3,000,000, divided into 30,000 shares of \$100 each. Chief place of business, St. Mary's, Perth.

Motor Car Distributors, Limited. Incorporators: Frank Erichsen Brown and Paul Home, barristers-at-law; Franklin Bell Eagleson, student-at-law; and Phyllis Elliott and Vira Alberta Aull, stenographers—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

Garveth Gold Mines, Limited. Incorporators: George Herbert Sedgewick, James Aitchison and John Wellington Pickup, barristers-at-law; and Lawrence Kert and Collamer Chipman Calvin, students-at-law—all of Toronto. Capital \$3,000,000, divided into 3,000,000 shares of \$100 each. Chief place of business, Toronto.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending Dec. 5, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	146,746	33,274	99,288		26,796	306,104
Empire Elevator Co.	229,681	109,839	163,491	14,077	18,276	535,364
Consolidated Elevator Co.	614,822	35,837	66,743	40,779	4,047	762,228
Ogilvie Flour Mills Co.	264,697	108,898	41,116		29,089	443,800
Western Terminal Elevator Co.	440,590	42,749	15,141	24,355	6,927	529,762
G. T. Pacific.	369,264	160,514	37,503	13,071	14,208	594,560
Train Growers' Grain Co.	297,059	171,358	123,491		40,876	632,784
Fort William Elevator Co.	186,939	109,386	15,587	8,900	5,400	317,212
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	452,220	15,007	257,965	43	69	493,306
Port Arthur—						
Port Arthur Elevator Co.	408,021	326,588	175,704	151	41,205	951,669
Sask. Co-operative Elevator Co.	646,893	165,347	81,068	23,513	11,706	928,527
Canadian Government Elevator.	115,510	56,664	23,190	57,542	4,409	257,315
Thunder Bay.	330,960	263,235	115,169	7,919	7,582	724,865
Davidson & Smith.	100,770	84,138	27,720			212,628
Eastern-Richardson.	303,588	57,853	44,342	7,514	29,653	442,950
Grain afloat—						
Vancouver Can. Govt. Elevator.	2,649	28,169	1,363			32,181
Total Public Terminal Elevators.	4,910,409	1,759,858	1,056,881	197,864	240,243	8,165,255
Saskatoon Can. Govt. Elevator	460,214	432,793	1,538			894,545
Moosejaw Can. Govt. Elevator.	340,355	198,970	6,056	5,626	1,270	555,948
Calgary Can. Govt. Elevator.	1,536,343	327,691	17,382	182	5,629	1,887,227
North Transcona, C. P. R.						
Total Interior Terminal Elevators.	2,336,912	959,454	24,976	5,808	10,570	3,337,720
Depot Harbour	173,775					173,775
Midland—						
Aberdeen Elevator Co.	311,551	452,257	101,763		62,857	928,428
Midland Elevator Co.	299,740	514,348	172,085		164,492	1,150,665
Tiffin, G. T. P.	1,461,836					1,461,836
Port McNicoll	1,925,808	991,329	89,128			3,006,265
Collingwood						
Goderich—						
Elevator & Transit Co.	257,402	47,262				304,664
West. Can. Flour Mills Co., Ltd.			Not reported.			
Toronto—						
Campbell Flour Mills Co.			Not reported.			
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.						
Port Colborne Dom. Govt. Elevator.						
" Maple Leaf Mill'g Co., Ltd.	913,300					913,300
Prescott						
Montreal—						
Harbour Commissioners No. 1 & 2.	4,442,675	489,086	42,423		1,297	4,957,481
Montreal Warehousing Co.	1,701,281	56,887	10,622			1,768,790
Ogilvie Flour Mills Co.	1,059,799					1,059,799
Quebec Harbour Commissioners.	543,126	47,860				590,986
West St. John, N.B., C. P. R.	471,405	76,555	23,450			571,410
St. John, N.B., Can. Nat. Rys.	90,512					90,512
Halifax, N.S., Can. Nat. Rys.	101,835		41,082			142,917
Total Public Elevators.	18,736,045	2,675,584	480,553		228,646	17,120,828
Total quantity in store.	20,983,366	5,394,896	1,562,410	203,672	479,459	28,623,803

+ Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended November 5, 1919.

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		4,772	78,091	82,863	
No. 1 Northern.....		1,473,945	1,279,736	5,609,568	8,363,249
No. 2 ".....		1,055,415	360,972	3,007,370	4,423,757
No. 3 ".....		683,067	149,506	2,887,591	3,720,164
No. 4 Wheat.....		234,965	7,286	499,131	741,382
No. 4 Special.....				195,425	195,425
No. 5 Wheat.....		41,298	3,581	83,001	127,880
No. 6 ".....		10,773		14,170	24,943
Other.....		1,406,174	457,740	1,439,789	3,303,703
Totals.....		4,910,409	2,336,912	13,736,045	20,983,366
Oats—					
No. 1, C.W.....		110	34,023	34,133	
No. 2, ".....		326,857	223,210	529,404	1,079,471
No. 2, ".....					
No. 3, ".....		269,571	98,181	1,154,844	1,522,596
Ex. No. 1 Feed.....		34,020	176,215	23,881	234,116
No. 1 Feed.....		144,808	141,725	64,965	351,498
No. 2 ".....		249,063	89,996	320,001	659,060
Other.....		735,429	196,104	582,489	1,514,022
Totals.....		1,759,858	959,454	2,675,564	5,394,896
Barley—					
No. 3, extra C.W.....		709		709	
No. 3, C.W.....		358,970	2,927	98,185	460,082
No. 4 ".....		408,287	8,987	122,829	540,103
Feed.....		90,769	4,255	162,221	257,245
Rejected.....		78,483	1,939	97,318	177,740
Other.....		119,663	6,868		126,531
Totals.....		1,056,881	24,976	480,553	1,562,410
Flax—					
No. 1, Northwestern Canada.....		171,419	4,183	175,602	
No. 2, C.W.....		16,476	1,482	17,958	
No. 3, ".....		4,084	4	4,086	
Rejected.....			3	3	
Other.....		5,887	136		6,023
Totals.....		197,864	5,808		203,672
Rye—					
No. 1, C.W.....		1,051		1,051	
No. 2, ".....		150,767		105,792	256,559
No. 3, ".....					
No Grade.....		16,461			16,461
Rejected.....		35,543			35,543
Other.....		36,421	6,899	122,854	166,174
Totals.....		240,243	6,899	228,646	475,788
Corn.....			3,671		3,671
Total quantity in store.....		8,165,255	3,337,720	17,120,828	28,623,803

Quantity of Wheat and other Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East, on December 5, 1919, with comparison for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>December 5th, 1919.</i>			
Public Terminal Elevators.....	4,910,409	3,254,846	8,165,255
Interior Terminals.....	2,336,912	1,000,808	3,337,720
Public Elevators in the East.....	13,736,045	3,384,783	17,120,828
Total.....	20,983,366	7,640,437	28,623,803
<i>December 6th, 1918.</i>			
Public Terminal Elevators.....	4,449,466	4,907,222	9,356,688
Interior Terminals.....	2,856,472	1,342,344	4,198,816
Public Elevators in the East.....	13,783,088	1,115,030	14,898,118
Total.....	21,089,026	7,364,596	28,453,622
<i>December 7th, 1917.</i>			
Public Terminal Elevators.....	3,221,462	5,943,391	9,164,853
Interior Terminals.....	87,928	1,273,747	1,361,675
Public Elevators in the East.....	15,425,485	3,243,545	18,669,030
Total.....	18,734,875	10,460,683	29,195,558
<i>December 8th, 1916.</i>			
Public Terminal Elevators.....	13,213,141	8,471,069	21,684,210
Interior Terminals.....	572,428	365,228	937,656
Public Elevators in the East.....	6,812,799	11,041,318	17,854,117
Total.....	20,598,368	19,877,615	40,475,983
<i>December 10th, 1915.</i>			
Public Terminal Elevators.....	7,912,862	4,795,097	12,707,959
Interior Terminals.....	633,484	87,559	721,043
Public Elevators in the East.....	7,974,817	6,248,641	14,223,458
Total.....	16,521,163	11,131,297	27,652,460
<i>December 10th, 1914.</i>			
Public Terminal Elevators.....	3,215,920	2,522,618	5,738,538
Interior Terminals.....	1,533,469	760,699	2,294,168
Public Elevators in the East.....	8,490,625	4,382,036	12,872,661
Total.....	13,240,014	7,665,353	20,905,367

Quantity of United States Grain in Store at the Public Elevators in the East for the week ended December 5, 1919.

	Rye.	Corn.	Total.
Deport Harbour.....	242,849		242,849
Canadian Nat. Ry. St. John, N.B.....	26,175		26,175
Total.....	269,024		269,024

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the three months ended November 30, 1919 and 1918.

	Receipts.							
	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919...	16,013,726	1,818,832	1,023,840	31,028	219,190	.. . . .	19,106,616	2,477,421
October, 1919.....	19,348,666	4,965,057	1,449,940	229,290	176,965	.....	26,169,918	6,403,202
November, 1919...	16,163,932	4,273,606	1,515,155	281,668	202,171	60,709	22,497,241	4,635,164
Total.....	51,526,324	11,047,495	3,988,935	541,986	598,326	60,709	67,763,775	13,515,787
Total.....	51,429,010	1,946,326	2,391,184	635,183	370,787	.....	56,772,490	5,091,234

	Shipments.							
	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
Sept., 1919..... { Lake	12,124,172	1,308,756	536,332	.....	66,131	.....	14,035,386	874,008
{ Rail.	267,513	556,799	184,195	24,318	5,589	.....	1,038,414	1,294,292
Oct., 1919..... { Lake	19,650,889	2,048,788	1,054,679	54,140	109,513	.....	22,918,009	1,680
{ Rail.	264,803	1,330,170	72,927	48,547	5,159	.....	1,521,606	1,522,953
Nov., 1919..... { Lake	15,763,771	4,409,253	1,320,270	256,924	335,500	.....	22,085,718	302,580
{ Rail.	305,375	2,429,372	56,326	34,806	9,794	60,709	896,382	1,213,199
Total, 3 m. end. { Lake	47,538,832	7,760,792	2,911,281	311,064	511,144	.....	59,039,113	1,178,268
Oct. 1919..... { Rail.	837,691	2,116,341	313,448	107,671	20,542	60,709	3,456,402	4,030,444
Total, 3 m. end. { Lake	44,176,243	.....	305,948	245,626	.....	.....	44,727,817	.....
Oct. 1918..... { Rail.	2,454,348	1,770,505	586,473	72,946	85,433	.....	4,969,705	3,652,715

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended December 5, 1919.

PUBLIC TERMINAL ELEVATORS.

—	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Receipts. Rail.	2,339,941	128,383	375,636	86,068	18,713	3,548,741
Shipments—						
Lake.	1,576,361	1,192,139	289,368	99,727	21,533	3,179,128
Rail.	172,468	131,488	48,774	13,572	882	367,184

INTERIOR TERMINAL ELEVATORS.

Receipts. Rail.	121,569	139,079	10,241	759	111	271,759
Shipments—						
Rail.	18,882	60,193	6,764			85,839

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts. Lake.	3,121,721	670,064	192,192		62,857	4,046,834
Shipments—						
Rail.	2,744,650	231,299	177,573			3,153,522

LOWER LAKE PORTS.

Receipts. { Vessel.	389,219					389,219
Shipments— { Rail.						
Vessel.						
Rail.	311,549					311,549

ST. LAWRENCE PORTS.

Receipts. { Vessel.	230,629	52,620	27,132			310,381
Shipments— { Rail.	681,565	15,185				696,750
Vessel.	246,696		25,000		15,428	271,696
Rail.	11,573	75,578	12,522			115,101

SEABOARD PORTS.

Receipts. Rail.	678,960	36,748	21,959			737,667
Shipments—						
Vessel.	833,032					833,032

TOTAL PUBLIC ELEVATORS IN THE EAST.

Receipts. { Lake.	3,741,569	722,684	219,324		62,857	4,746,434
Shipments— { Rail.	1,360,525	51,933	21,959			1,434,417
Lake.	1,079,728		25,000			1,104,728
Rail.	3,067,772	306,877	190,095		15,428	3,580,172

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

	Month of November, 1919.	Three Months ended November, 1919.	Three Months ended November, 1918.
	No.	No.	No.
Wheat, Spring—			
One Hard	8	132	455
One Hard White Fife			—
One Man. Northern	4,946	19,249	27,028
Two Man. Northern	3,926	12,598	9,274
Three Man. Northern	2,764	9,052	7,655
Number Four	45	753	4,705
" Five	28	258	2,196
" Six	9	55	1,227
Feed	17	66	275
Smutty	27	89	278
No Grade	2,833	6,186	1,891
Rejected	565	2,469	1,128
Condemned	4	12	2
No Established Grade	1	1	4
No. 1	12	35	80
No. 2	5	6	16
No. 3			4
No. 1 Goose }			26
No. 2 " }			1
No. 4, Special	836	2,112	—
No. 5, Special	207	594	—
No. 6, Special	37	137	—
No. 1, Durum		10	—
No. 2, Durum	2	21	—
No. 3, Durum	3	7	—
Total Spring Wheat { Cars	16,275	53,872	56,245
{ Bushels	20,343,750	67,340,000	68,900,125
Wheat, Winter—			
One A. R. W.		7	5
Two A. R. W.		1	4
Three A. R. W.			—
Four R. W.			—
Five Winter			—
One White Winter		22	—
Two "		4	—
Three "			—
Four "			—
One Mixed Winter			—
Two "			—
Three "			—
Four White Winter			—
No Grade		1	—
Rejected			—
Smutty White Winter			—
Total Winter Wheat { Cars		35	9
{ Bushels		43,750	11,025
Total Wheat { Cars	16,275	53,907	56,254
{ Bushels	20,343,750	67,383,750	68,911,150
Oats—			
Extra No. 1 C. W.			4
Number One Canadian Western		4	556
" Two "	620	1,818	705
" Three "	916	2,430	396
Extra Number One Feed	309	544	640
Number One Feed	354	821	940
" Two "	524	1,458	185
Rejected	113	306	340
No Grade	949	2,182	4
Condemned			141
Mixed Grain	96	268	—
Mixed Grain No. 2			—
Total Oats { Cars	3,881	9,831	3,911
{ Bushels	8,150,100	20,645,100	7,626,450

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

	Month of November, 1919.	Three Months ended October, 1919.	Three Months ended November, 1918.
Barley—	No.	No.	No.
Number Two C.W.....	1	6	2
" Three Extra C.W.....	482	1,383	1,488
" Three C.W.....	105	327	317
" Four C.W.....	325	781	320
Rejected.....			1
No Grade.....			
Condemned.....	220	623	213
Smutty.....			
Feed.....			
Number Four C.W.....	427	1,119	771
Total Barley..... { Cars.....	1,560	4,239	3,112
{ Bushels.....	2,106,000	5,722,650	4,045,600
Flaxseed—			
Number One N. W. Canada.....	342	757	634
" 2 C. W.....	33	48	142
" 3 C. W.....	2	6	45
Rejected.....	1	4	5
No Grade.....	7	12	10
Condemned.....			
Total Flaxseed..... { Cars.....	385	828	836
{ Bushels.....	358,000	828,000	919,600
Rye—			
Number No. 1 C. W.....		7	6
" 2 C. W.....	154	634	337
Rejected.....	38	212	94
No Grade.....	16	96	98
Feed.....			1
Rye..... { Cars.....	208	949	536
{ Bushels.....	228,800	1,043,900	536,000
Corn..... { Cars.....	2	3	—
{ Bushels.....	2,000	3,000	—
Screenings..... { Cars.....	75	194	194
{ Bushels.....	75,000	194,000	194,000
Buckwheat..... { Cars.....		1	—
{ Bushels.....		1,000	—
<i>Recapitulation.</i>			
Grain—			
Wheat..... { Cars.....	16,275	53,907	56,254
{ Bushels.....	20,343,750	67,383,750	68,911,150
Oats..... { Cars.....	3,881	9,831	3,911
{ Bushels.....	8,150,100	20,645,100	7,626,450
Barley..... { Cars.....	1,560	2,239	3,112
{ Bushels.....	2,106,000	5,722,650	4,045,600
Flaxseed .. { Cars.....	385	828	836
{ Bushels.....	385,000	828,000	919,600
Rye..... { Cars.....	208	949	536
{ Bushels.....	228,800	1,043,900	536,000
Screenings .. { Cars.....	75	194	194
{ Bushels.....	75,000	194,000	194,000
Corn..... { Cars.....	2	3	—
{ Bushels.....	2,000	3,000	—
Buckwheat..... { Cars.....		1	—
{ Bushels.....		1,000	—
Total grain..... { Cars.....	22,386	69,952	64,843
{ Bushels.....	31,290,650	95,821,400	82,232,300
Canadian Pacific Railway, Winnipeg and other points.....	12,296	36,890	36,665
Canadian Northern Railway.....	6,848	22,593	20,107
Great Northern Railway, Duluth.....	73	413	552
Grand Trunk Pacific.....	3,169	10,056	7,519
Total.....	21,386	69,952	64,843

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

—	Increase + Decrease —	% of Increase.	—
C. P. R.	+ 225	..	—
C. N. R.	+ 2, 486	..	—
G. N. R.	— 139	..	—
G. T. P.	+ 2, 537	..	—
	+ 5, 109	7.88	

RECAPITULATION—COMPARATIVE FIGURES FOR THE THREE MONTHS ENDING NOVEMBER 30, 1919.

—	Total Number of Cars.
1901-2.	23, 078
1902-3.	23, 183
1903-4.	19, 168
1904-5.	20, 805
1905-6.	32, 141
1906-7.	29, 847
1907-8.	25, 808
1908-9.	48, 898
1909-10.	60, 022
1910-11.	51, 157
1911-12.	60, 864
1912-13.	75, 251
1913-14.	116, 385
1914-15.	68, 442
1915-16.	142, 569
1916-17.	83, 571
1917-18.	90, 934
1918-19.	64, 843
1919-20.	69, 952

INCREASED EXPORT DUTY ON COCOA IN GOLD COAST COLONY.

(*British Board of Trade Journal.*)

It is provided in the Cocoa Export Duty (Amendment) Ordinance, 1919 (No. 7 of 1919), that the customs duty on cocoa exported from the Gold Coast Colony shall be increased from one farthing to one halfpenny per pound, or part thereof, net weight.

PRIESTMAN PLAN OF FIXING WAGES.

(*Alfred Nutting, London, in United States Commerce Reports.*)

Details of a scheme adopted by a firm of machinery manufacturers which has increased its average output by 50 per cent have been made public by the Higher Production Council. The Priestman scheme, as it is called, is based on the principle that a number of men can produce by ordinary effort a certain amount, known as the "standard," but by increased individual effort this can be exceeded. Every employee receives a percentage on his wages for all output in excess of the "standard." Thus, if the output is increased by 50 per cent a fitter earning \$12.28 a week would receive \$18.42. The friction often caused by piecework is thus avoided, and a maximum output is advantageous to all concerned. It is claimed by the council that the scheme is the "solvent of many, if not all, of the difficulties now facing industry."

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

3440. **General agencies.**—A large firm having agencies in different parts of the world wish to represent Canadian manufacturers in all lines.

3441. **Hay-baling machines.**—A firm in the East of England wish to be placed in touch with Canadian manufacturers of hay-baling machines, the mechanism of which is driven by a paraffin engine, the whole being mounted on a horse-drawn vehicle.

3442. **General agency.**—A firm in Athens, Greece, wish to procure the representation of Canadian firms in Greece in exchange for the products of that country, including olive oil, wool, tobacco, hides, licorice, metals, and dried figs and raisins.

3443. **Foodstuffs.**—An old-established Norwegian firm wish to receive communications from Canadian exporters of food articles, such as sugar, butter, cheese, flour, fruits, canned and salted salmon, etc.

3444. **Agricultural machinery.**—A Belgian now in Canada wishes to be placed in touch with manufacturers of agricultural machinery with a view to representing them in Belgium and France.

3445. **Foodstuffs, chemicals, lumber, machinery, building materials.**—A firm of exporters and importers in Athens, Greece, desire to extend commercial relations with Canada and wish to be placed in touch with Canadian exporters of foodstuffs, chemicals, lumber, machinery in general and building materials. They have agencies all over the principal towns of Greece as well as competent men travelling through the towns and villages.

3456. **Asbestos fibre.**—A firm in Amsterdam, Holland, would like to get in touch with Canadian exporters of asbestos fibre.

3457. **Alimentary products and dried fruits.**—A regional agent in Lyons, France, who represents a large preserve house and who also does business on his own account, would like to hear from Canadian houses dealing in alimentary products and dried fruit.

3458. **Newsprint and paper for books.**—An Italian senator states that the Government of Italy wishes to buy newsprint and paper for books and asks for offers.

3459. **Tools.**—A large house in Lyons, France, have started a new branch for machine tools and would be glad to receive catalogues on machine tools and small tools as well.

3460. **Wire rods, nails, ball bearings, etc.**—A large house in Lyons, France, with connections in Buenos Aires and various export markets, are interested in offers of wire rods, nails, ball bearings, etc., and would be glad to hear from Canadian manufacturers.

3461. **Oak staves for barrels.**—A commission house in Lyons, France, wish to get into correspondence with Canadian manufacturers in order to purchase oak staves for barrels of about 600 litres capacity.

3462. **Machines, tools, lifting machinery, locks, gas motors, etc.**—A contracting engineer in Paris, dealing in machine tools, lifting machinery, locks, gas motors, etc., importing from England and, during the war, from the United States, is interested in the above.

3463. **Prunes, lobsters, salmon, dry vegetables, rice.**—A regional agent for Lyons and Rhone, France, desires to purchase lobsters, salmon and fish generally, dry vegetables and rice.

3464. **Oils and oil cake.**—A house in Marseilles, France, are ready to buy oils and oil cake.

3465. **Furs and skins.**—A house in Marseilles, France, want to purchase skins and furs in Canada, especially beaver.

3466. **Graphite, white pine, rubber, impermeables.**—A Canadian in Paris, France, wishes to hear from Canadian exporters of graphite, and of white pine for automobile fittings, rubber and impermeable cloths.

3467. **Boots, shoes, food products.**—A retired man in St. Memdi (Seine), France, with competence, who is forced to re-engage in business, and who states he can offer guarantees, wishes to hear from Canadian manufacturers of boots, shoes, food products, etc., who desire to engage in export business and have no representative as yet in France.

3468. **Wheat, starch, lard and white grease.**—A house in Alsace, France, wish to buy Canadian wheat, starch, lard, and white grease from pork, used for cooking instead of butter, c.i.f. Antwerp or Le Havre, for import into Alsace-Lorraine. They could probably consider c.i.f. Marseilles.

3469. **Lumber, boots, leather, food products, etc.**—A house in Roanne, France, well situated for distribution in Loire and many other departments, want to hear from Canadian export manufacturers of lumber, boots, food products and leather for future purchases. They also have a number of clients who can import wood-pulp for paper manufacturing and for the manufacture of artificial silk, wood oils, essences, and chemical products for use in the manufacture of fertilizer. They can pay themselves or arrange for payment by their clients and can arrange for handling and storage at a fixed price of merchandise shipped in bond, and for the payment of goods on withdrawal.

3470. **Frozen fish.**—An importer in Paris, France, would like to hear from fish dealers as to frozen fish for cold storage in Paris, and would arrange for a consignment if possible.

3471. **Portable wooden houses.**—An importer in Paris, France, wants to hear from manufacturers of portable and sectional wooden houses with air chambers in the roofs, which he wishes to put up on land he is interested in in Egypt. Plans should accompany goods.

3472. **Asbestos, cobalt, bismuth and nickel ores.**—Inquiry is made on behalf of a firm in Sweden who wish to be placed in touch with suppliers of raw asbestos and asbestos for spinning purposes. They want to get quotations c.i.f. Gothenburg and c.i.f. Hamburg. The firm are also interested in cobalt, bismuth and nickel ores.

3473. **Hardware, building supplies, paper and paper board, wire nails, tinplate.**—A Canadian who has just opened an office in Paris, well connected and with good references, wishes to represent Canadian firms on a commission basis only, in hardware, building supplies, paper and paper board, wire nails, tinplate.

3474. **Motor-car accessories.**—A Rhodesian firm of motor and mechanical engineers wish to receive communications from Canadian firms interested in exporting goods suitable for the motor and engineering trades.

3475. **Frozen meats, salted butter, milk.**—A house in Marseilles, France, wish to be placed in touch with Canadian producers of fresh and salted butter, milk and frozen meats. They report the demand for these articles increasing from day to day.

3476. **Wood-pulp.**—A London firm ask to be placed in communication with Canadian producers of wood-pulp.

3477. **Enamelled ware, veneer chair seats.**—A manufacturers' agent in London is open to purchase outright supplies of the following goods: enamelled ware, veneer chair seats, electrical accessories, and good quality silk and artificial silk hosiery.

3478. **Wooden spools for sewing cotton.**—A London firm seek supplies of wooden spools for sewing cotton and ask to be placed in touch with Canadian manufacturers.

3479. **Portland cement machinery, automobiles, maple sugar, etc.**—A firm of brokers in Ireland ask for the addresses of Canadian manufacturers of Portland cement-making machinery, automobiles, automobile accessories, and also maple sugar, who are desirous of shipping direct to Ireland.

3480. **Silver residues, etc.**—An old-established London firm of gold and silver refiners are desirous of obtaining from Canada supplies of silver residues from photographic hypo-solutions and also of any other waste material containing precious metal.

3481. **Raw leaf tobacco.**—A London firm of tobacco merchants seek supplies of raw leaf tobacco and invite offers from Canadian shippers.

3482. **Automobiles, accessories, electric motors, tools and machines.**—A British firm having an office in Paris, France, wish to get in touch with Canadian manufacturers of automobiles and accessories, electric motors, tools and machines.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 R.S.—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 R.S.—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 R.S. **Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 R.S. **Steel and iron products, machinery, etc.**—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 R.S.—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks

and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 R.S.—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 R.S.—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 R.S.—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 R.S. Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 R.S. Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 R.S.—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 R.S.—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 R.S.—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25 R.S.—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 R.S. A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 R.S.—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 R.S.—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He

has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30. **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31. **R.S.** Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32. **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.** Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

34 **R.S.**—A Danish-Canadian, who served in the Canadian army in France for four years, would like to secure agencies for Canadian manufacturers desiring to export to Denmark, Sweden and Norway. He speaks English, Danish, Norwegian, Swedish, Russian and German. Spent six and a half years in Copenhagen before coming to Canada.

35 **R.S.**—A demobilized Canadian officer who is returning early in November to Dublin, Ireland, where he is in partnership with one of the leading manufacturers' agents, desires to obtain for his firm connections with Canadian manufacturers.

36 **R.S.**—Former officer in the C.E.F. who has an excellent pre-war connection with grocers, wine dealers, co-operative stores and druggists in London, England, and in Belgium, is desirous of acting as resident sales representative for detail work in districts named. Salary on commission basis. Fluent in languages, excellent references, and able to show results. Would introduce new lines or work up lines for a firm already represented by agents.

37 **R.S.**—Representation in India and Egypt.—A returned Canadian officer of the Indian Army Reserve, with four years' service in France, India, Egypt, and Palestine, would like to communicate with exporters wishing to sell goods in India and Egypt. He can speak Hindustani and has good knowledge of Indian customs and the business cities of India. Is also familiar with conditions in Egypt and Palestine.

39 **R.S.**—A Canadian officer, who during the war served with the Polish army, wishes to represent a number of Canadian firms in Poland. He has already been invited by Polish officials to establish business in Warsaw and would later be able to do business with Russia. He is well acquainted with Premier Paderewski.

40 **R.S.**—Biscuits, jams, confectionery and extracts.—A soldier who served overseas with the Canadian army and who is well connected in Newfoundland, desires to represent Canadian manufacturers of biscuits, jams, confectionery and extracts.

CANADA-NORWEGIAN STEAMSHIP SERVICE.

The Canadian Pacific Ocean Services, Limited, as general agents for the Norwegian-America Line, announce that, if sufficient cargo offers, ss. *Drammensfjord* will sail from West St. John about January 5, 1920, for Norwegian ports and Copenhagen. The usual Norwegian ports of call are Stavanger, Bergen and Christiania.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From St. John.

WEST ST. JOHN TO LIVERPOOL.

Empress of France, C.P.O.S. Lines, about December 22; *Scandinavian*, C.P.O.S. Lines, about December 31.

WEST ST. JOHN TO LONDON.

Sicilian, C.P.O.S.-Furness Lines (C.P.O.S.), about December 23; *Cornish Point*, C.P.O.S.-Furness Lines (Furness), about December 27; *Tunisian*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 29.

WEST ST. JOHN TO ANTWERP.

Mattawa, C.P.O.S.-Furness Lines (C.P.O.S.), about December 18; *Castellano*, C.P.O.S.-Furness Lines (Furness), about December 20; *War Beryl*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 24.

WEST ST. JOHN TO GLASGOW.

Pretorian, C.P.O.S. Lines, about December 16.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Sardinian, C.P.O.S. Lines, about January 2.

WEST ST. JOHN TO MANCHESTER.

Manchester Importer, Manchester Liners, about December 28; *Manchester Mariner*, Manchester Liners, about January 7.

WEST ST. JOHN TO HAVRE (FRANCE).

Lord Dufferin, Compagnie Canadienne Transatlantique, Limitée, Canadian Steamship Lines, agents, about December 30.

WEST ST. JOHN TO BELFAST.

Fanad Head, Head Line, about December 18; *Lord Antrim*, Head Line, about January 2.

WEST ST. JOHN TO DUBLIN.

Ramore Head, Head Line, about December 25.

WEST ST. JOHN TO ST. NAZAIRE (FRANCE).

Cape Corso, Marine Navigation, Limited, about December 25.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, *Port Elizabeth*, *East London*, *Durban*, *Delagoa Bay*.

New Brighton, Elder-Dempster Line, about January 10.

WEST ST. JOHN TO AUSTRALASIAN PORTS.

Melbourne, *Sydney*, *Auckland*, *Wellington*, *Timaru*, and *Lyttleton*.

Orari, New Zealand S.S. Company, about December 25; *Opawa*, New Zealand S.S. Company, about January 15.

ST. JOHN TO LIVERPOOL.

Canadian Ranger, Canadian Government Merchant Marine, Limited, about December 18.

ST. JOHN TO BARBADOS, TRINIDAD, DEMERARA AND B.W.I.

Chaleur, Royal Mail Steam Packet Co., December 28.

ST. JOHN TO KINGSTON, JAMAICA, AND HAVANA, CUBA.

Canadian Warrior, Canadian Government Merchant Marine, Limited, about December 30.

From Halifax.

HALIFAX TO LIVERPOOL.

Canadian Seigneur, Canadian Government Merchant Marine, Limited, about December 15.

HALIFAX TO RIO DE JANEIRO, SANTOS (BRAZIL), BUENOS AIRES (ARGENTINA).

Canadian Spinner, Canadian Government Merchant Marine, Limited, about December 20.

HALIFAX TO HAVANA, CUBA.

Canadian Sailor, Canadian Government Merchant Marine, Limited, about December 25.

HALIFAX TO BARBADOS, TRINIDAD AND DEMERARA.

Chaudiere, Royal Mail Steam Packet Co., December 26; *Canadian Gunner*, Canadian Government Merchant Marine, Limited, about January 18.

HALIFAX TO SANTIAGO, CUBA, AND KINGSTON, JAMAICA.

Amanda, Pickford and Black, about December 25.

From Victoria.

VICTORIA TO YOKOHAMA.

Africa Maru, Osaka Chosen Kaisha, about December 30.

VICTORIA TO KOBE, HONG KONG AND MANILA.

Protesilaus, Blue Funnel Line, about December 27; *Tyndareus*, Blue Funnel Line, about January 21.

From Vancouver.

VANCOUVER AND VICTORIA TO KOBE, HONG KONG AND MANILA.

Protesilaus, Blue Funnel Line, about December 17 (Victoria about December 27).
Tyndareus, Blue Funnel Line, about January 11 (Victoria, January 21).

VANCOUVER TO SYDNEY, MELBOURNE, WELLINGTON AND AUCKLAND.

Canadian Importer, Canadian Government Merchant Marine, Limited, about January 15.

VANCOUVER TO MARSEILLES, GENOA AND MEDITERRANEAN PORTS.

Mont Cervin, Dingwall, Cotts & Co., agents, about January 15.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Royal Mail Line, about January 24.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Asia, C.P.O.S. Line, about December 25.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Melville Dollar, Canadian Robert Dollar Co., about January 25.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "the Deputy Minister, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

- Annuaire du Canada, 1905, 1907, 1910, 1912, 1914.
 Annual Report of the Navy Department, 1910.
 Annual Report on Reforms and Progress in Chosen (Korea), 1911-12.
 Appendix to the 47th Volume of the Journal of Legislative Assemblies of Ontario, 1913.
 Census of Canada, 1880-81, Volume 3; 1890-91, Volume 1; 1890-91, Volume 3; 1890-91, Volume 4; 1901, Volume 1, Population; 1901, Volume 3, Manufactures; 1901, Volume 4, Miscellaneous Statistics; 1911, Volume 5, Forest, Fishery, Fur, etc.
 Census of Industry, 1917, Part 1, Agricultural Statistics; Part 4, Lumber, Laths, Shingles.
 Census of Manitoba, 1885-86.
 Census of Manufactures, 1916.
 Census of the Northwest, 1885.
 Census of Northwest Provinces, Population and Agriculture, 1906.
 Census of Prairie Provinces, Population and Agriculture, 1916.
 Census and Statistics, monthly, Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-1916.
 German War and Its Relation to Canadian Trade.
 Criminal Statistics, 1914.
 Despatches between British Government and Ambassadors respecting the European War.
 Export Directory of Canada, 1915.
 Export Trade from the Port of Montreal, 1916.
 Final Report of the Fuel Controller of Canada.
 Financial Report relating to the Department of Customs, 1915-16.
 Grain Inspection in Canada.
 Handbook for Export to South America.
 Imperial Year Book, 1917-18.
 Index to Debates, House of Commons, Session 1916.
 Journal of the Bath and West and Southern Counties Society, 1906-7.
 List of Flour Mills in Canada, 1919.
 List of Licensed Elevators and Warehouses, 1918-19.
 Orders in Council, Canada, 1889.
 Public Accounts, 1883, 1884, 1892.
 Proclamations, Orders in Council, and Documents relating to the European War.
 Report on the Need for the Suppression of the Opium Traffic in Canada.
 Report on the Coal Fields of Nova Scotia.
 Report of Royal Commission on Dispute between Bell Telephone Company of Canada, Ltd., and Operators at Toronto.
 Report of Royal Commission *re* the Alleged Employment of Aliens by the Pere Marquette Railway Company in Canada.
 Report on Losses Sustained by the Chinese Population of Vancouver Island.
 Report on Industrial Disputes in the Province of British Columbia.
 Report on Immigration to Canada from the Orient.
 Report of Royal Commission on Methods by which Oriental Labourers have been induced to come to Canada.
 Report of the Special Trade Commission to Great Britain, France and Italy.
 Rapport de la Mission Economique Canadienne en Grande Bretagne, en France et en Italie.
 Trade after the War.
 Trade with South China.
 Trial Shipments of Bulk Wheat by Panama Canal to the United Kingdom.
 Timber Import Trade of Australia.
 Wholesale Prices in Canada, 1890-1909, 1906-1911, 1910, 1913, 1914.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentina Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

H. R. Poussette, Acting Canadian Government Trade Commissioner, Aleutskaja No. 11, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbege, No. 4, Christiansia, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominions, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE
DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia) 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Queen Street Wharf, Auckland, New Zealand. (See page 1304.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, December 22, 1919.

No. 829

LANCASHIRE COTTON TRADE BOOM.

TRADE COMMISSIONER J. E. RAY.

Manchester, November 28, 1919.—At present there is a remarkable boom in the cotton trade of Lancashire, and it is anticipated that the unprecedented activity in the mills will continue for a long period. It is questionable whether this industry has ever in its history experienced such prosperity. Commenting on the subject the *Monthly Bulletin* of the Manchester Chamber of Commerce says:—

“The Lancashire cotton trade may be said to go from strength to strength, as most people expected it would when the world had freed itself from the post-armistice delusion that prices were going to collapse at once. With the exception of Japan, no rival in our foreign markets has yet got into its pre-war stride, and Japan has been restrained by lack of most of the machinery which it ordered years ago but has not yet received.

“Cotton is very dear, so dear in fact that five or six years ago it would have been thought impossible to sell the goods made from it at a profit. The world has accustomed itself, however, to high prices, and there is so much currency about that buyers do not require much looking for.

“We are a long way from the pre-war standard of exports, as regards bulk, and there is no immediate prospect of reaching it, but the home trade is good and the prices of both yarn and cloth have risen smartly.”

WONDERFUL SHARE VALUES.

The trade boom in cotton goods has been attended by a boom in mill shares, extraordinary in character. Mills have changed hands almost daily during the last three months, and the values of the shares have undergone almost magical changes. For example, the shareholders of one mill have received £13 (\$63.27) for the £1 10s. (\$7.30) paid up on each share. As further examples the following statistics are quoted. They refer to a group of six spinning mills in the Ashton-under-Lyne district, having a combined mule spindlage of 494,738 and 20,000 doubling spindles, recently sold for £988,500. The purchasers intend to refloat the concerns under one company with a capital of £1,500,000.

	Per share paid up.			Price paid per share.		
	£	s.	d.	£	s.	d.
Atlas Mill.. . . .	2	10	0	16	0	0
Cedar.. . . .	2	10	0	12	10	0
Minerva.. . . .	2	0	0	8	10	0
Rock.. . . .	3	0	0	12	10	0
Texas.. . . .	4	10	0	12	0	0
Tudor.. . . .	2	10	0	12	10	0

Up to the present about 120 mills have been sold, and it is certain that others will be on offer during the next few weeks.

A BIG DEAL.

At the time of writing negotiations are in progress for the sale of the largest privately-owned cotton company in Lancashire—Messrs. Horrockses, Crewdson & Co.,

Limited. The purchase is being made for approximately \$25,000,000, by a group of London financiers. The offer is now before the shareholders, and if three-fourths vote for acceptance of the offer the deal will be put through.

CAUSES OF THE BOOM.

Various views are expressed regarding the causes of the trade boom and the boom in the sale of mills. The following is the explanation of Sir C. W. Macara, who is considered to be one of the leading authorities on the subject; it was given in an interview with a representative of the *Manchester Guardian*:—

“The great bulk of the cotton machinery of the world has been supplied by the textile machinery makers of England. The last tabulation of the International Cotton Federation, the year before the war, showed that there were 144,000,000 spindles in the twenty-one cotton manufacturing countries of the world. There has been very little extension of this machinery since the war, owing to the fact that the textile machinery makers in England were very largely turned on to munitions at the beginning of 1915, and it has therefore been impossible to deal with all but the most pressing repairs and renewals. Also a considerable amount of machinery has been destroyed and broken up. Assuming that in ordinary times 5 per cent depreciation is written off the cotton mills of the world, a great deal of this is usually re-spent. Taking this to be the case, the industry is many millions of spindles behind what would have been renewed had the war not occurred. The rough estimate is 25,000,00 to 30,000,000 spindles. In addition to this, a large amount of cotton machinery has been destroyed in such countries as Belgium, the northern parts of France, Russia, etc. The mills in enemy countries have been unable to run during recent years on account of lack of raw material. Every one knows that mills standing idle for any considerable time deteriorate rapidly and will require a great deal of work before they can be restarted, even if they had raw material, of which they are still very short.

“The textile machinery makers are inundated with orders, but it will be a comparatively slow process to get their machinery into full working order and to get back to pre-war production. This is accentuated by the immense rise in wages and in everything that enters into the production of machinery. I have estimated that the result of all this is that the cost of machinery is 250 per cent to 300 per cent above pre-war prices, which I believe is under the mark.

“The recent reduction of the hours of running mills in England from 55½ to 48 hours means that the extensions of cotton machinery during the ten years before the war are to a large extent nullified. This reduction in hours has been going on steadily outside England during the last twelve years, and I see that the International Labour Convention, sitting at Washington, has likewise decided upon a universal 48-hour week, with certain reservations. Owing to the war the stocks of cotton goods throughout the world are at an extremely low ebb, and our cotton trade is a principal factor in supplying the clothing of the inhabitants of the globe. The enhancement of the value of cotton-mill property is only the sequence of what has occurred. Personally I should prefer to see Lancashire taking advantage of this rather than financiers in London, who have no real interest in the cotton industry.”

LACE TRADE BOOM IN NOTTINGHAM.

Mr. J. E. Ray, Trade Commissioner in Manchester, reports as follows under date December 2, on a lace trade boom in Nottingham:—

The lace trade of Nottingham is experiencing a trade boom remarkable in extent. As an illustration of the trade's activities it may be stated that during October exports to the United States alone were of the value of \$2,008,000 compared with \$475,500 in the corresponding month of 1918. It is learned that large orders from Canada are on the books of leading manufacturers, and that the demand from the other Dominions and foreign countries will keep the manufacturers busy for months ahead.

BIG AMALGAMATION OF AUTOMOBILE INDUSTRIES IN THE UNITED KINGDOM.

Mr. J. E. Ray, Canadian Trade Commissioner at Manchester, writes as follows under date December 2 on a recent fusion of motor-car manufacturers in the United Kingdom:—

For several years the leading business men in the automobile and allied industries have exercised their minds upon the problem of production and distribution on such a scale as would enable British manufacturers to compete with American manufacturers in the markets of the world. The result is the formation of a really powerful amalgamation of interests allied in automobile production.

The amalgamation will be known as Harper Bean, Ltd., and it will have a capital of approximately \$30,000,000. The following interests will be acquired:—

A. Harper, Sons & Bean, Ltd.
Hadfields, Ltd.
Vulcan Motor & Eng. Co., Ltd.
Swift of Coventry, Ltd.
British Motor Trading Association.
Harvey, Frost, Ltd.
Rushmores (1919), Ltd.
Jigs, Ltd.
Regent Carriage Co., Ltd.
Gallay Radiator Co., Ltd.
Alex. Mosses Radiator Co., Ltd.

It is understood that three different cars will be manufactured: the "Bean," "Vulcan" and "Swift." The intention is to produce about 1,000 "Bean" cars a week, 10,000 "Vulcan" cars per annum, and several thousand "Swift" cars a year.

Writing on the same subject, Mr. C. G. Venus, assistant to the Canadian Trade Commissioner in London, states that the accessory industries in this amalgamation include a prominent firm of steel manufacturers as well as a number of firms engaged in the manufacture of electric lighting and starting sets, jigs and tools, high-grade coach work, radiators and accessories.

Their designs have already been standardized and, commencing with an output of 50 cars per week in January, they have arranged for this figure to be increased to 300 per week in July, 1920, in the following December to 600, rising therefrom by stages until they are able to complete 2,000 per week by July, 1923.

INSPECTION OF HIDES FROM OVERSEAS.

All hides imported from overseas arriving at the Atlantic or Pacific seaboard must not be unloaded from the ship until permission is granted by the veterinary inspector of the Health of Animals Branch at the port in question. (*Vide* Memorandum of Department of Customs, No. 2359-B, dated December 11, 1919.)

The veterinary inspector will take the necessary measures for the prompt disinfection of the boat, and also all contact matter as soon as the hides have been unloaded under his supervision.

In case the veterinary inspector of the Health of Animals Branch cannot be located, you are hereby instructed to promptly notify by telegram the Veterinary Director General, Department of Agriculture, Ottawa, of the arrival of any such consignment, giving the country of origin, name of importer and destination.

Memo. No. 2355-B is cancelled.

TRADING IN SPAIN.

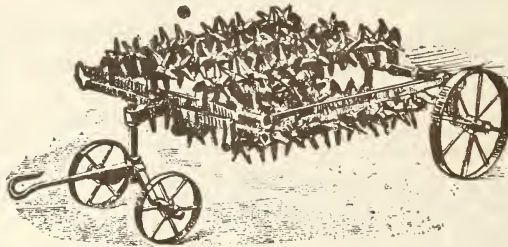
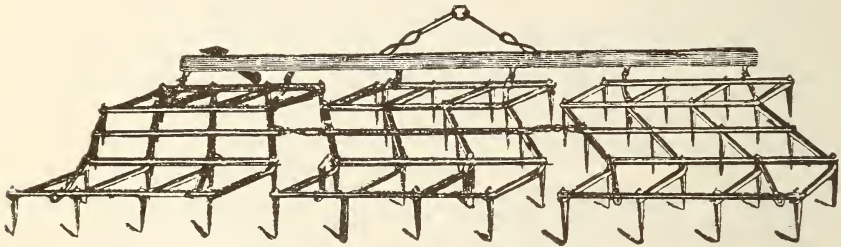
TRADE COMMISSIONER W. McL. CLARKE.

PART IV.

The Spanish Markets—Continued.

HARROWS.

There are various kinds of harrows in use throughout Spain, e.g., the disc, knife, rotary, zig-zag, and the spring tooth harrow of Canada; this latter has been favourably introduced. The ordinary zig-zag type used to be imported to some extent from Germany, but they are now made more cheaply in the country. The United States do some important business in this line. A rotary and zig-zag harrow are reproduced hereunder.



CULTIVATORS AND SEED-DRILLS.

The cultivators known in Spain are chiefly of Canadian and American origin. They generally have five, seven or nine teeth. In seed-drills Germany did the largest amount of business. One of her most important agricultural machinery houses studied and perfected the kind most suitable to the Spanish soil, and as a result turned out a superior article inasmuch as it best answered the Spanish requirements.

REAPERS AND BINDERS.

In catering to the trade in reapers and binders, it is very important to remember that Spain is the land of the light-draught animal, and a machine, to give satisfaction, must be first of all not too heavy. Germany here again had the advantage in selling reapers as she offered a model much lighter than the American or Canadian type.

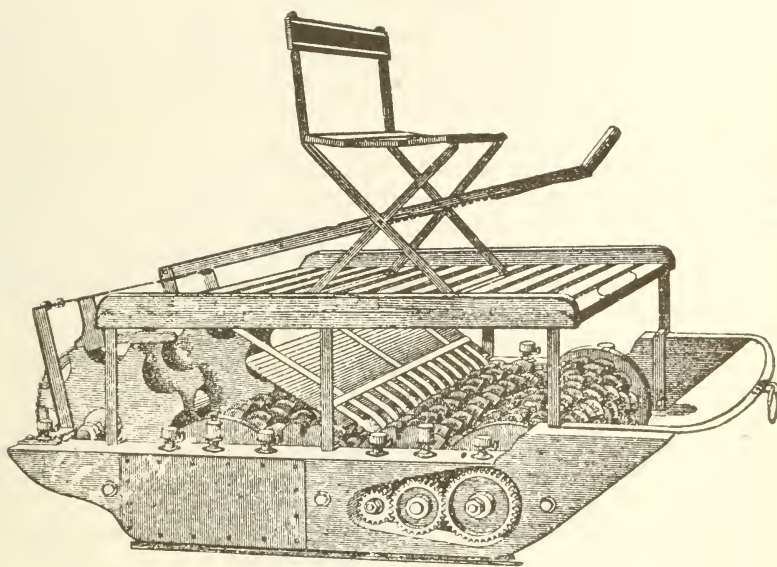
The binders sold are mostly from the United States, while a few come from Canada. It was stated that the British-made machine was somewhat too heavy. With respect to the binder trade, it is also important to make the machine as light as possible. Germany did not compete in this line.

THRASHING MACHINES.

Although thrashing machines may be seen at work in different parts of the country during July and August, yet it is far more common to see the ancient practice of thrashing by mules and oxen on the thrashing floor. The cost of the modern machine is not only often too much for the Spanish farmer, but he needs to be shown the advantages of the new method. Something more might be done in demonstration and in selling to groups of farmers.

The machinery under this heading comes mostly from England and the United States, or is manufactured locally. Germany had not done any actual business in this line up to the outbreak of the war, although a specially constituted light thrasher had been especially designed for the Spanish market. Its appearance is now expected.

In connection with any endeavour to sell thrashing machines, it is important to keep in mind that the Spaniard not only wants a light, inexpensive machine, but also one which will chop the straw sufficiently fine that it will be suitable for animal consumption, as the chopped straw with barley is fed to the animals. A representative rotative thrashing machine of Spanish manufacture is seen hereunder



OTHER KINDS OF AGRICULTURAL MACHINERY.

Mowing machines have been sold in Spain principally of United States and English origin. Bean and corn crushers also come from England, while a few are manufactured locally from French models. France does what trade there is in grain classifiers, and Germany at one time in manure distributors. These latter are now being made in Spain. Forage cutting and grinding machinery are of American and English manufacture. Vine-sprayers are imported from France, while grape-mills are made in Catalonia or obtained from England. Windmills were formerly imported from the United States, but are now being turned out at home, as also are winnowers, a considerable number being produced every year. Semi-diesel engines for agricultural work are not unknown in Spain, those in use coming mostly from England and the United States.

Up to the present there has been no pronounced demand for tractors, although during the war several arrived from the United States. What is wanted chiefly in this line is a machine of substantial construction and one economical in its working.

It is to be remembered, however, that farming on a large scale is not common in Spain, that the price of gasoline is very high even in normal times, and that the roads are not numerous or good in central and southern Spain. All of these facts serve as deterrents at the present time to any extensive trade in tractors. An oil-burning tractor is considered preferable in some quarters.

AGRICULTURAL IMPLEMENTS.

Hand implements used in ordinary everyday work in the field or garden require special attention, in consequence of the peculiar angle at which the Spanish farmer holds his implement when working. The Spanish agriculturist generally works in a stooping position instead of in the nearly upright position preferred by labourers in most countries.

OBSERVATIONS ON MARKET.

In the preliminary study made by the writer of the agricultural machinery market in Spain, a few salient findings stand out which would seem to deserve the attention of Canadian exporters at home:—

1. *The market is keenly contested.*—The United States have been doing good investigation work during the war and ascertaining what is wanted in the Spanish market. The return of the German drummer is inevitable, and his old hold on this market will appreciably assist him in his new endeavours to recapture lost trade. Australia has opened up a demonstration agency in Pamplona and machinery from England is also to be pretty generally found. Canadian manufacturers have done business, however, and it would seem that, given persistent and intelligent propaganda, especially in a concrete manner, there should be an increasing even if somewhat limited demand for Canadian agricultural machinery. The greatest openings appear to be in the harvesting machinery, in ploughs, harrows, cultivators, engines and pumps for agricultural purposes.
2. *The advantage to be gained through demonstrating machinery by technical experts cannot be disregarded.*—There is at present under discussion the establishing of an experimental farm near Madrid for testing British machinery. This, if done, will undoubtedly be an excellent opportunity for Canadian manufacturers, but should not preclude the more decentralized demonstrating.
3. *Placing some distinctive mark on agricultural machinery might be done with advantage.* For example, a picture of the rising sun, a bull, a horse, a beer jug, could be used to distinguish different types of machinery, and the machine thus would form a topic of conversation among even the illiterate peasants. It was suggested that some such device would have a telling effect, and is of far greater importance than the name of the manufacturing concern, though there is no objection to this, too, being added.
4. The word *Canada* should be prominently printed on every machine sold.
5. Canadian manufacturers should *concede something more in the way of payment facilities.* To grant attractive and yet safe terms should not now be a difficulty with a Canadian bank established in Spain. Thirty days against receipt of documents is not the way to win trade in the Spanish agricultural machinery market when the outlay on the part of the importer demands any large sum, and yet a case was brought to the writer's attention of a Canadian firm attempting only recently business on this basis. The buying merchant, as a matter of fact, in this case was perhaps the largest agricultural machinery importer in Spain. To try to win any permanent trade in this way is to court failure.
6. *The more thorough the study made on the spot by our manufacturers of the types of machinery wanted and the trade customs prevailing, the more satisfying will be the results obtained.*

PUMPS.

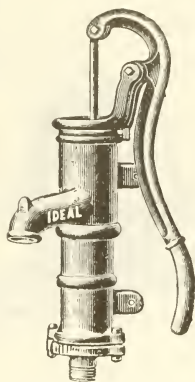
One of the largest hardware and machine tool houses in Spain which operate branches at Barcelona and Madrid, told the writer that in their 1918 catalogue they omitted the offering of any centrifugal or rotary pumps as the only ones then obtainable for local sale were those of Spanish manufacture, which they did not consider well enough made to warrant inclusion with the rest of the stock they were carrying. German and Swiss firms previously held this market, and it was believed by this Barcelona company that a good business in these products could be done by Canadian houses which were prepared to make a serious bid for the trade. Both German duplex and triplex ram types sold well in Spain. In connection with irrigation and mining, there is a constant and increasing demand for high-pressure apparatus of small or medium capacity.

In connection with the irrigation system, it is of interest to point out that one of the commonest ways in which water is supplied consists in the sinking of wells, generally done by individual action, for the watering of truck gardens and small holdings. The elevating mechanism is often the primitive draw well more or less improved, although the modern pump is gaining favour throughout the irrigated districts of the peninsula. Pumping machinery naturally is also used in connection with the two other principal methods of Spanish irrigation, viz., the diverting of river water by canalization and the collection of water by embankments and reservoirs.

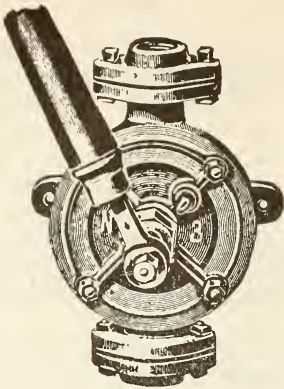
Motor-driven pumps for lifting water to the top stories of private houses are also being asked for.

The hand-pump business is mostly taken care of by American and Spanish interests, although those made in the country are of poorer construction and a very inferior finish. Their adoption for agricultural purposes is destined to become much more general, and a favourable opening seems to present itself, especially as the Spanish industry is not very promising.

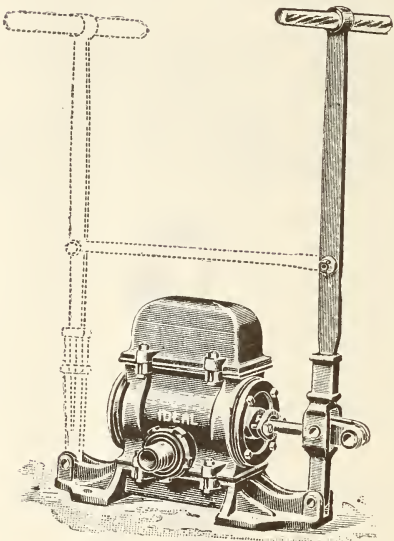
A few types of hand-pumps in ordinary demand are shown hereunder:—



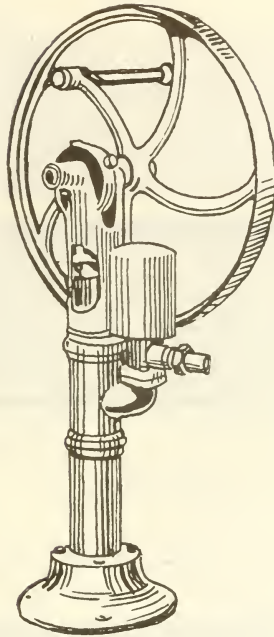
Diameter of cylinder, mm.	51	57	63	69	76
Stroke of piston, mm.	127	152	152	152	152
Inside diameter of pipe, mm.	25	25	32	32	32
Litres per hour,	700	1,000	1,300	1,500	1,800
Approximate weight, kg.	10	11·8	12·5	15	16



Diameter of pipes, mm.	13	20	26	32	32	38	38
Litres per minute.	20	30	40	50	70	90	110



Diameter of cylinder, mm.	63	76	101
Stroke of piston, mm.	114	114	114
Stroke per minute.	45	45	45
Litres per hour,	1,900	2,800	4,900
Diameter of suction pipe, mm.	32	32	38
Diameter of force pipe, mm.	25	25	32
Total elevation, m.	50	50	35
Approximate weight, kg.	45	48	55



Diameter of cylinder, mm. 76.

Stroke of piston, mm. 76.

Litres per hour, 900.

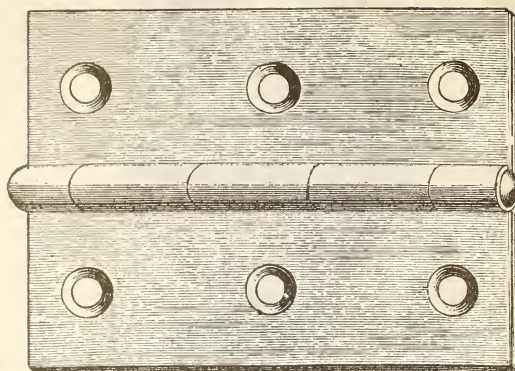
Diameter of pipes, mm. 32.

Approximate weight, kg. 55.

BUTTS, HINGES, STAPLES, ETC.

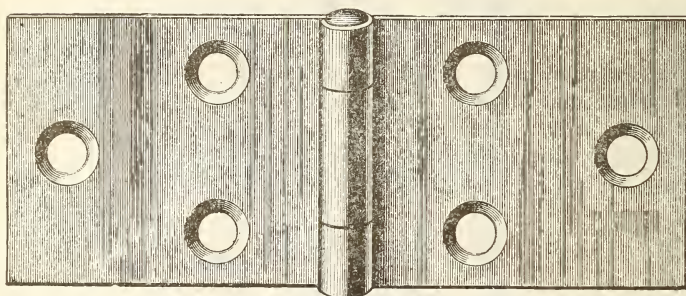
The trade in butts, hinges, bolts, hasps, staples, etc., was pretty much divided before the war, the business going chiefly to German houses in the cheaper lines, and to Birmingham, Swedish and American firms in the articles of better quality. The native industry centred at Cordoba and Gijon has grown considerably during the war, in spite of the inferior product turned out and principally because the German trade was falling off. These lines are not too plentiful at present and there should be a permanent Canadian business to be done. The getting up of attractively labelled cardboard boxes in Spanish commends itself. Three representative illustrations under this heading are shown hereunder:—

BUTTS.



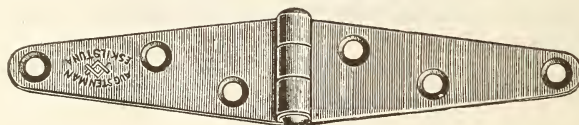
Length: 1-inch, $1\frac{1}{4}$ -inch, $1\frac{1}{2}$ -inch, $1\frac{3}{4}$ -inch, 2-inch, $2\frac{1}{4}$ -inch, $2\frac{1}{2}$ -inch, $2\frac{3}{4}$ -inch, 3-inch.
The one and three inch are the best sellers.

BACK FLAPS.



Length of joint: 1-inch, $1\frac{1}{8}$ -inch, $1\frac{1}{4}$ -inch, $1\frac{3}{8}$ -inch, $1\frac{1}{2}$ -inch, $1\frac{5}{8}$ -inch, $1\frac{3}{4}$ -inch, 2-inch, $2\frac{1}{4}$ -inch, $2\frac{1}{2}$ -inch, $2\frac{3}{4}$ -inch, and 3-inch.

STRAP HINGES.



Length of each leaf: 3, 4, 5, 6, 7, 8, 9, 10, 12 inches.

LOCKS, CASTORS, FURNITURE, HARDWARE.

Germany did the bulk of the cheap lock trade, while the more expensive types are manufactured at home. In padlocks the trade is normally divided between Germany, France and the United States. The prevailing sizes are 35, 45 and 55 mm. in width. The castor trade has been mostly American, with German, French and Spanish competition. Furniture handles and key plates of showy design were sold principally by

Germany at very low prices. Italy has also recently sent small quantities of German imitations.

SPANNERS, VICES, DRILLS, PLIERS, PLANE IRONS.

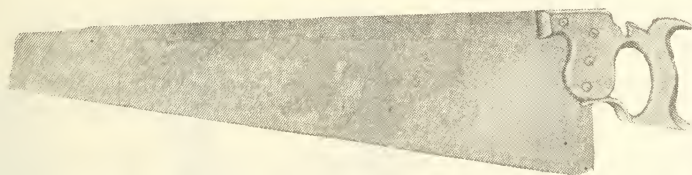
Germany gradually won the trade in spanners over French competition. The sizes mostly in demand are 15, 18, 20, 22, 25, 28, 30, 32, 36, 42, 45 centimetres long. Double-ended spanners 14 by 16 mm., and 22 by 25 mm., and 18 by 20 mm., are also sold. It was Germany, moreover, which did the largest business in braces and in parallel vices, the following dimensions for the latter being indicative of those sold: 80, 100, 120, 140 mm. in width.

In drills America has got in on the trade which prior to the war was practically German. The United States drill is considered of excellent quality, but a little high in price. Five and 10 mm. drills are among those most widely sold. The caliper trade normally is German, 20 centimetre calipers being one of the commonest types sold. Pruning shears (8-inch) and shoeing pliers (33 cm.) are nearly all of French origin, while Germany again in pre-war times had the trade in carpenters' pliers (22 cm.), combination pliers (18 cm.), and in forge nippers 5 inches and 6 inches. In plane irons (44 mm.) France virtually controls the market.

FILES AND SAWS.

The German file, on account of its inferior quality, gave place to British goods, but of late this trade in a large measure has gone to the United States, as has also the business in saws. Sweden and France are also represented in the saw trade, and Germany also used to do business in hack-saws and pruning saws. It was stated that circular saws for veneer and iron and steel, planing saws, block saws, cross-cut saws, hand saws, back saws and lock saws, and band saws are all saleable. Given hereunder are some of the types found in the hardware stores of Spain:—

HAND SAW.



Lengths from 12 to 32 inches in grades of 2 inches.

BACK SAWS.



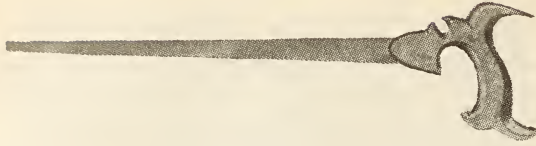
Length from 10 to 18 inches in grades of 2 inches.

CROSS-CUT SAWS.



Length 4, 4½, 5, 5½, 6, 6½ feet.

LOCK SAWS.



Lengths from 10 to 18 inches in grades of 2 inches.

BLOCK SAWS.



Thickness 2·34, 2·03, 1·83, 1·63, 1·42, 1·22 mm.

Width 100, 110, 125, 135, 150, 160 mm.

THE CUTLERY TRADE.

Again in the cutlery trade the Germans in normal times had the bulk of the Spanish business, one firm alone in Germany, it was stated, getting 50 per cent of the total orders. In endeavouring to open up a trade in this line, it is very necessary to cater to the Spanish taste. The Spaniard generally wants for table use a knife which has a curved blade and a nickel-plated handle, and which is about 5 inches long. (The blade of a dessert knife is generally 4 inches long.) The blade also to sell among the better classes must be polished, although a roughly-ground blade sells in other quarters. During the war Spain considerably developed her own cutlery industry and is now turning out products very similar to those formerly obtained in Germany, and at low quotations.

Kitchen knives have either a metal or a wooden handle, and their blades range from 4½ inches to 6 inches in length. France, Germany and Spain do the greater part of the business, although American kitchen knives can be seen in some stores. The tinned forks and spoons sold are either of Spanish, German or French manufacture.

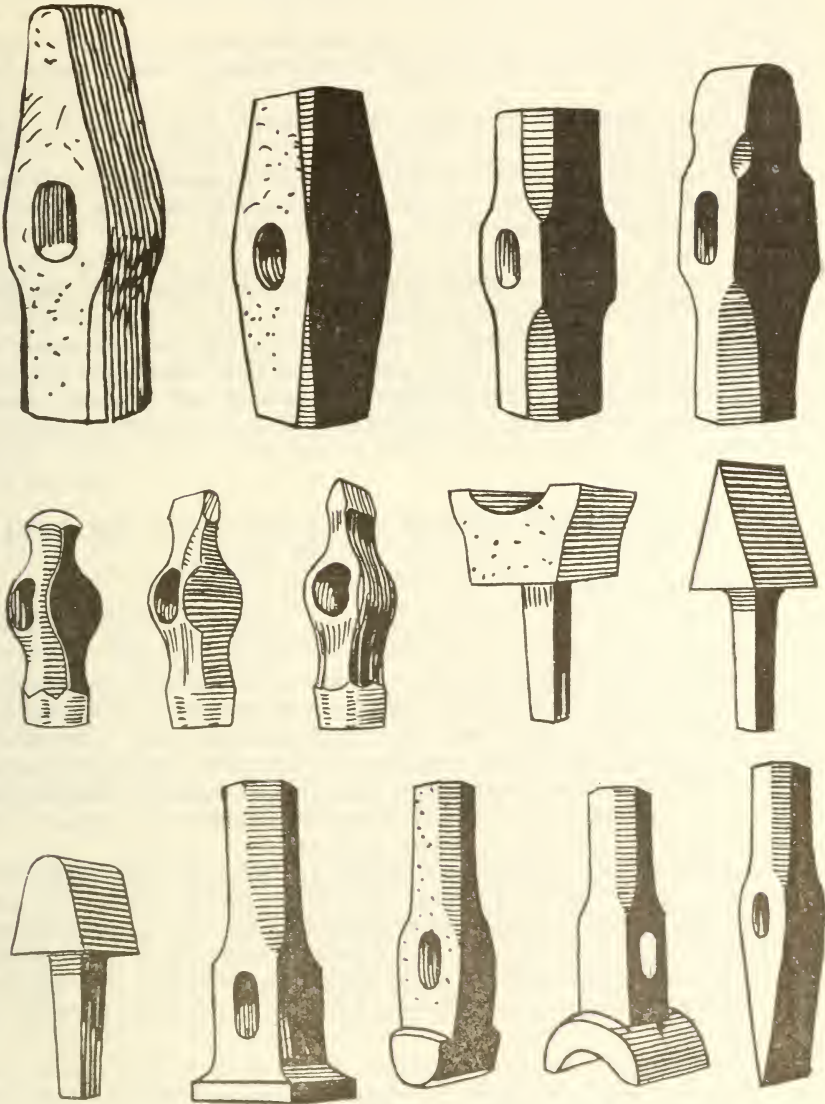
Pen-knives and pocket-knives are generally imported from Germany and are of the usual poor quality type. Scissors are made locally and imported from France and Germany. The writer saw one kind of scissors of Spanish make, which, if allowed to fall on the floor, would instantly break, and yet there has been a demand for this worthless kind of product. Recently French scissors of superior quality have begun to arrive.

Notwithstanding what is said in the foregoing paragraphs, there is a limited demand for the better grades of cutlery, and English goods can be obtained at the best shops.

HAMMERS AND SHOVELS.

To get any important share of the trade in hammers now principally of Spanish and German origin, it is necessary to make the heads according to the patterns desired in Spain, some of which are seen hereunder. American shovels are now competing with those manufactured locally, and are offered for various kinds of uses.

TYPES OF HAMMER HEADS.



NAILS, SCREWS, BOLTS, ETC.

Nail manufacturing in Spain is controlled by an important trust, and it would seem difficult for Canadian manufacturers to compete successfully. Screws, however, were made by German firms to Spanish dimensions, an example which has since been followed by United States companies. Ordinary bolts, nuts and rivets can be obtained at home with apparently entire satisfaction.

SUMMARY.

In summing up the hardware situation, it is worth while pointing out:—

1. That this trade calls for both the very cheap and higher grade article, and that a market exists for both kinds of products. It would seem, however, that Canadian goods could only cater to this latter trade.

2. That the native production is of a fair quality, and because there is a strong demand for the inexpensive article, Spanish-made goods have been substituting the cheap German article.
3. That Germany will exert herself to win back her former position in this trade.
4. That the United States and France are the keenest foreign competitors at present.
5. That packages should be attractively and accurately put up, and that the label should be in Spanish.
6. That the personal visit first and the permanent representation afterwards, or else direct connections with the big wholesalers, seem necessary.
7. That advertising in Spanish is an appreciable asset.
8. That the trade must be seriously worked for.
9. That the usual German method of payments was ninety days, the discount depending upon the size of the order.

Provided Canadian manufacturers or exporters are prepared to cater to the Spanish hardware taste, even if it be only in the higher class articles, are willing to do business on the terms prevailing in the market and are ready personally to interest the Spaniard in what they have to sell, it is safe to predict that a substantial business can be eventually built up.

CANADIAN TRADE OPPORTUNITIES IN GREECE AND THE LEVANT.

W. McL. CLARKE, Canadian Trade Commissioner, Milan, Italy.

Athens, November 16, 1919.—During the three weeks spent here I have been singularly impressed with the feeling of friendliness which is clearly evident among officials and business men toward Canada. I have been received by several heads of the Government Departments and by many from among the industrial, commercial and financial community, and the whole tone of their conversations is one of extreme cordiality toward our country, which, as one Greek put it, was the first nation to come forward with a tangible offer to help Greece in this reconstruction period. The Canadian credit established here has undoubtedly created a strong feeling of favourable opinion with reference to Canada.

The pronounced feeling of goodwill I believe will be to our advantage in doing business, especially as the goods delivered on account of the credit will serve to introduce various Canadian products. Notwithstanding this our manufacturers cannot expect the Government to maintain any Canadian trade which is established or to introduce every exportable product which Greece may require. The necessity of individual or collective initiative must be brought home to them and its value recognized and acted upon.

Although there seems to be many openings for Canadian trade, I am inclined to believe that there has been a tendency in some quarters at least to exaggerate the immediate importance of the market. "Send an avalanche of goods to Greece," reads one American report. "Millions to be spent in Greece," state other observers. That Greece has value *per se* for Canadian exporters I do not deny, but it is to be remembered that her population is only 4,500,000, and that her total imports for 1914 (including those for both Old and New Greece) amounted to 320,000,000 drachma. Even though considerable development will doubtless take place, and although Greece has resources to be exploited and her agricultural and a few other industries to be strengthened, yet it is to be kept in mind that many schemes of reconstruction now on the tapis will require time for fulfillment. There are indications that more Greek capital will be forthcoming—and Greece has considerable money to-day—but the construction and developing process will involve a more extended time than many now estimate. True that Piraeus is exceptionally busy at present and that goods are piled all along the quays, as the warehouses cannot take them in, but besides the importance

of Piraeus for Greek import trade, it is a distributing centre for the nearby countries, and in this fact and the inferences to be derived therefrom lies I think our bigger opportunity. Greece has requirements which can be met in Canada, but in our endeavour to get Greek trade our manufacturers must not lose sight of the fact that Greece in one sense is a part and not the whole. In other words, without minimizing the needs of this market, we must emphasize the greater and similar needs of the Levant and treat the Near East in some respects as a composite whole. That territory which stretches from the Danube down to the Mediterranean and Northern Africa and from Italy to the Caspian sea down to the Persian gulf—the real Levant—buys annually \$500,000,000 worth of goods, and it is this territory as a whole I believe which will furnish the Canadian manufacturer with a large market, and they will do well to keep this larger horizon in view.

There are many reasons, however, why Greece is worthy of special attention and not the least of these is the fact that the large commercial elements of the Near East are the Greeks. In doing business here therefore our manufacturers will gain instruction as to the conduct of Levant business in general; and in getting our share of Greek trade we shall be wisely counselled to so commend ourselves that we shall hold what we obtain and find ourselves in that favourable position that will mean enlarged commercial participation as widening opportunities occur not only here but in the Levant.

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool:—

Liverpool (December 12): 595 boxes of British Columbia apples ex ss. *Scandinavian* sold: No. 1 Jonathan, large sizes, 16 to 18s. 9d., No. 2's, medium sizes, 17s. 6d. to 18s. 6d.; No. 1 Grimes Golden 11 to 12s. 6d., No. 2's 11s. Ontario Spys ex ss. *Scandinavian*, No. 2's 38s., No. 3's 27s. 6d. California Newtown 15 to 18s. Extra Fancy Oregon Jonathan and Winesap 20s., Fancy 19s., "C" grade 18s., "C" grade Yellow Newtown 20s. 10d., "C" grade Spitzenberg 17 to 18s.

Glasgow (December 12): 4,000 barrels of Nova Scotian apples ex ss. *Wyncote* sold: No. 1 King 30 to 36s., No. 2's 28 to 29s., Domestic 24 to 29s.; No. 1 Fallawater 28 to 33s., No. 2's 30s., Domestic 26s.; No. 1 Pewaukee 24s., No. 2's 21 to 22s., Domestic 17s. 6d.; No. 1 Baldwin 30 to 37s., No. 2's 28 to 29s., Domestic 22 to 30s.; No. 2 Wagener 30s., Domestic 24s.; No. 1 Golden Russet 58 to 64s., No. 2's 45 to 46s., Domestic 38s. No. 1 Ribston 25 to 26s., No. 2's 21 to 24s., Domestic 21s.; No. 1 Stark 27s. 6d., Domestic 21 to 26s.; No. 1 and No. 2 Spy 33s; No. 1 Mann 29s., No. 2's 26s. Virginia York Imperial, few best 44 to 50s. per barrel, others 29 to 35s., Gano 40s., Winesap 60s., Ben Davis, few best, 40s., others 30 to 35s. Fancy Washington Jonathans 20s. 10d., "C" grade 17s., jumble pack 14s.; Extra Fancy Staymen Winesap 20s. 10d., Fancy 20s., jumble pack 14s.; Extra Fancy Spitzenberg 20s. 10d., "C" grade 18s.; Extra Fancy Wagener 20s. 10d., Fancy 20s. 10d., "C" grade 15s.; Winesap, jumble pack 18s.; Rome Beauty, jumble pack 16s.; Extra Fancy Ben Davis 14s. 6d. to 15s., Fancy 14s., "C" grade 13s. 6d.

London (December 11): Three cars British Columbia apples ex ss. *Cornish Point* and ss. *Dunbridge*: Grimes Golden (considerable bruising), large sizes 11s., medium sizes 14 to 19s., Spitzenberg 18s.; Jonathan, large sizes 14 to 15s., medium sizes 17 to 18s.; Winter Banana, large sizes 14s., medium sizes 15s.

Bristol (December 15): Three cars of British Columbia apples in excellent condition selling at following prices for No. 1 grade: Rome Beauty, Spitzenberg and Jonathan, 20s. to 20s. 10d.; Wagener, 19s. to 19s. 6d.

Liverpool (December 17): 4,762 barrels of Nova Scotian apples ex ss. *Digby* and ss. *Metagama* sold: No. 1 Golden Russet, few best 67s. 8d., others 51 to 58s., slacks 45 to 48s., No. 2's, few best 48 to 53s., others 36 to 40s., No. 3's 35 to 39s. Kings and Blenheims showing some waste: No. 1 King, few best 45s., others 35 to 39s., No. 2's 26 to 28s., Domestic 25 to 30s.; No. 1 Blenheim 30s., No. 2's 20 to 22s., Domestic 26s. 6d. No. 1 Fallawater 30 to 35s., No. 2's 28s., Domestic 20s. 6d., offered but not accepted; No. 1 Baldwin 30 to 37s., No. 2's 28 to 30s., Domestic 24 to 30s., No. 3's 16s. 9d.; No. 1 Stark 25 to 30s., No. 2's 25s., Domestic 26 to 29s.; No. 1 Pewaukee 20 to 23s., No. 2's 20s., Domestic 16 to 18s.; No. 1 Mann 17 to 20s.; No. 1 Spy 34s.; No. 1 Ribston 30s.; No. 1 Greening 20s.; No. 1 Wagener 32 to 39s.; No. 1 Wellington 19 to 23s. California Newtown 16s. to 18s. 6d. per box. Fancy Oregon Spitzenberg, large sizes, 19 to 20s., medium sizes 20s. 10d.; Extra Fancy Washington Jonathan, medium sizes, 20s. 10d., very small sizes 18s. 6d. to 19s. 9d., Fancy grade 18 to 20s., "C" grade, medium sizes 20s., very small sizes 17s.; Extra Fancy White Pearmain 18s. to 18s. 9d., "C" grade 16s. to 17s. 9d.; Extra Fancy Rome Beauty 19s. 3d. to 20s. 6d., Fancy 18s. 9d. to 20s. 10d.; "C" grade King David, medium sizes 20s. 10d., small sizes 16s. 6d. to 19s.; Fancy Delicious, 18s.

London (December 17): Last lots of Nova Scotian apples ex ss. *Kanawha* clearing at low prices. Following are representative values for sound lots: No. 1 King, few best 35s., others 30s., No. 2's 27s., Domestic 22s. 6d.; No. 1 Greening 25 to 28s., No. 2's 23 to 25s., Domestic 18 to 20s.; No. 1 Ribston 25 to 30s., No. 2's 25s., Domestic 22s.; No. 1 Blenheim 25 to 30s., No. 2's 25 to 28s., Domestic 23s.; No. 1 Wagener 25 to 28s., Domestic 22s. 6d. British Columbia Jonathans 19s. to 20s. 10d.

Glasgow (December 17): 2,384 barrels of Nova Scotian apples ex ss. *Wyncote*: No. 1 Golden Russet 56 to 60s., No. 2's 40 to 46s., Domestic 35 to 40s., No. 3's 30 to 32s.; No. 1 Baldwin 47s., No. 2's 38s., Domestic 33s.; No. 1 Stark 38 to 40s., No. 2's 30 to 31s., Domestic 26 to 34s.; Ribston (slack), No. 1's 34s., No. 2's 32s., Domestic 30s.; No. 1 King 45s., Domestic 33s.; No. 1 Pewaukee 30s., No. 2's 26s., extra Domestic 25s.; Domestic Wellington 26s.; No. 1 Fallawater 33s.; No. 1 Cox's Orange 35s., No. 2's 28s., extra No. 3's 29s.

THE PORT OF AUCKLAND, NEW ZEALAND.

Auckland, capital of the province of Auckland, and formerly capital of New Zealand, is situated on the northeast coast of the North Island, at the mouth of an arm of Hauraki gulf, 1,350 miles distant from Sydney, Australia. It stands upon a cluster of extinct volcanoes. In the city and suburbs there are as many as sixty-three points of eruption, making the narrow isthmus a fruitful field for the study of volcanic formations.

Auckland harbour consists of a land-locked estuary at the southern end of the Hauraki gulf. The outer harbour commences at Rangitoto reef, three miles from the North Head, a promontory which forms the northern boundary of the inner harbour (known at Waitehata). The inner harbour is about three and one-quarter miles long and from one-eighth of a mile to a mile broad, and is well sheltered from all winds. The depth in the harbour ranges up to sixteen fathoms, with good holding ground. Large freezing works and timber mills are in close proximity to the berths. The imports consist chiefly of manufactured goods, soft goods, oilmen's stores, ship chandlery, and ironmongery, and the exports gold, timber, kauri gum, flax, wool, oil, hides, tallow, rope, and frozen meat. The imports and exports of the port were valued in 1917 at £12,126,124. Population (1916) 133,712.

The illustration on the front page of this number of the *Weekly Bulletin* gives a view of the Queen Street dock, Auckland.

THE MICA SITUATION IN SOUTH AFRICA.

The following report on the mica situation in South Africa has been transmitted from the office of the Canadian Trade Commissioner in Cape Town:—

Cape Town, October 27, 1919.—Included in a series of reports on certain minerals used in the arts and industries, the development and mining of mica in South Africa is dealt with by Mr. Percy A. Wagner, Dr. Ing., M.Sc.

THE MICA DEPOSITS OF SOUTH AFRICA.

The most important mica deposits hitherto discovered in South Africa are situated in the Leydsdorp division of the Pietersburg District of the Transvaal, where there is a fairly well-defined mica belt, from two to four miles in width and fully fifty miles in length, extending in an east and west direction. The mica occurs in conspicuous veins of coarse white pegmatite, with a prevalent east and west trend, following the southern margin of a great elongated batholith of newer granite—the so-called Palabora granite—intrusive in the older granite, gneiss and schists of the Swaziland system. The veins which are numerous, are up to several hundred yards in length and forty or more feet across. They present the usual characteristics of veins of this type, being subject to rapid variations in width and taking unexpected twists and turns. The pegmatite is composed essentially of quartz, albite and mica, which in some localities—notably at Malelane—are accompanied by fluorapatite, garnet and tourmaline. This mica is muscovite, generally silvery-white when long exposed to weathering, but of a pale brownish colour when fresh. The mica of the deposits in the neighbourhood of Malelane, situated about seventy-five miles east-south-east of Leydsdorp, is characterized by a pale green tint, and it is reported that greenish muscovite is also met with in other localities in the southern portion of the mica belt.

The mica occurs either in the form of thin tabular crystals or, as is more usually the case, in books of rudely hexagonal outline up to a foot in thickness and 5 feet in diameter, some of them weighing several tons. It also forms large rosette-shaped masses up to 18 inches and more across.

As in other parts of the world the distribution of the larger plates and crystals through the pegmatite is very sparse and sporadic, the best books being generally aggregated in irregular pockets or in vertical or highly inclined leads recalling the ore-shoots of mineral veins. Much of the mica, moreover, is defective. Many of the books are spoilt by the presence of vertical cracks or inclined gliding planes which pass right through them. In other cases the crystals are buckled and present a wavy surface, and in yet others the cleavage plates are of uneven thickness. Some veins of course are much richer than others, but on an average it is doubtful whether merchantable mica constitutes more than a few hundredths of one per cent of the vein matter.

The mica varies considerably in quality. While a certain proportion of the books consist of beautifully clear brownish muscovite free from flaws and of excellent splitting quality, many of them have a curiously spotted or mottled appearance owing to the presence between the laminae of numerous inclusions of deep brown or blackish-brown colour. These are frequently arranged in lines cutting one another at angles of 60° and following the rays of the percussion figure. The nature of the mineral matter of which the inclusions are composed has not been determined, but careful tests have shown that their presence does not materially impair the electrical resistance of the mica. The green mica occurring at Malelane has a greasy feel, and judging by samples seen, is of quite exceptional quality.

The clear brownish muscovite of the Leydsdorp fields has been proved to be equal to the best grades of Indian and Canadian mica in dielectric strength. It is slightly harder than Canadian phlogopite and certain varieties of the Indian muscovite, and

therefore not quite so adapted to armature work. The greenish mica from Malelane appears to be softer, and it is very desirable that its suitability for this purpose be practically tested.

The precise limits of the Leydsdorp mica belt have not as yet been defined, and, as the deposits have nowhere been followed downwards for more than 50 feet, nothing is known in regard to the behaviour or mica content of the veins at depth. It is believed, however, that the available reserves of mica are enormous.

There are also occurrences of mica in different parts of the Cape Province, but the deposits are not of great economic importance.

MICA PRICES IN SOUTH AFRICA.

The following table gives the landed cost per pound in Johannesburg of various sizes of the best trimmed electrical mica imported from England between 1913 and 1917:—

Sheets measuring	3" x 1"	—1s. 1d.
"	"	3" x 2"—1s. 8d.
"	"	6" x 2"—6s. to 7s.
"	"	6" x 4"—7s. 6d. to 9s.
"	"	9" x 6"—14s. to 16s. 4d.

The undermentioned prices were paid some time ago by one of the leading firms of electrical engineers in Johannesburg for an odd assortment of mica from the Leydsdorp fields.

Trimmed sheets measuring	2" to 3" x 6" to 7"	—6s. per pound.
"	"	2½" to 3" x 8" to 10"—7s. 6d. per pound.
"	"	4" x 7" to 8"—7s. 6d. per pound.
"	"	4" to 6" x 8" to 9"—14s. per pound.
Untrimmed	"	6" x 7"—10s. per pound.
"	"	8" x 9"—14s. per pound.

Since the date of this transaction prices have advanced, and at the present time more would be paid, especially for the larger-sized sheets.

In the case of bulk samples and mica shipments generally, it cannot be too strongly impressed upon producers that the mica should be carefully graded and nothing but perfectly sound material included, as a package of mica generally sells approximately at the price of its worst plates.

The market value of mica varies considerably according to its size, purity, colour method and closeness of trimming, the price per pound increasing very rapidly with the area of the sheets. Other things being equal, elongated rectangular plates generally realize better prices than square plates of the same area, as they are better adapted to electrical purposes.

MICA DEPOSITS IN EAST AFRICA.

Before the war there was a considerable production of muscovite or potassium mica in (German) East Africa, which has very important resources of this mineral, and gives promise of becoming next to India, the leading producer. The principal varieties are brown and green, the brown variety sometimes being referred to as African "amber." Prior to the war, East Africa ranked fourth in the list of principal sources of supply; her production during 1912, the last year for which reliable figures are available, was 153,806 kilogrammes, valued at £23,113.

POSITION AND PROSPECTS OF THE SOUTH AFRICAN MICA INDUSTRY.

Systematic mining for mica in South Africa has hitherto only been undertaken in the great mica-belt along the Olifants river, to the southeast of Leydsdorp although even here operations have practically been confined to three areas only. Mining and dressing operations in connection with the winning of the mica are of a very simple nature. The pegmatites are quarried to as great a depth as safety will permit, and the books and crystals separated from the encasing rock by careful plasting and cobbing. The mica thus recovered, after a rough preliminary sorting,

in which flawed and otherwise valueless books are rejected, is sent to dressing sheds where it is split into thin sheets, graded according to size and quality, and cut into rectangular plates or sent to Johannesburg for further dressing.

Quite a number of prospectors, syndicates and companies were at work in the neighbourhood of Mica Siding and Malelane between 1910 and 1912, when hundreds of claims were pegged, and hopes of the Transvaal becoming one of the leading mica-producing countries ran high. Owing partly, however, to the disappointing results that attended the opening up of many of the veins, and the failure of the producers to obtain remunerative prices locally, or to find a suitable market abroad, the activity was short-lived, and by 1915 most of the claims have been allowed to lapse.

Within the last eighteen months there has been a revival of interest in the fields, and last year a South African company, which has a block of claims near the confluence of the Selati and Olifants river, are carrying on mining operations on the mica belt. This same company have an important claim holding twenty miles east of Mica Siding, on which a number of very promising pegmatite veins have been located. Systematic work was begun in 1917, and since that date several tons of trimmed and untrimmed mica have been produced. In addition to splitting and grading sheds which were recently erected, a large dressing shed to be equipped with forty-five improved guillotine cutting machines is now being put up. When it is completed the company will be in a position to supply from three to four tons per month of trimmed muscovite of the best quality.

It is proposed to sell the mica, packed in wooden cases, f.o.b. South African ports, at the following rates:—

Plates measuring	2" x 2"	—3s. 9d. per pound.
"	2" x 3"	—5s. per pound.
"	2" x 4"	—6s. 8d. per pound.
"	2" x 6"	—10s. per pound.
"	3" x 4"	—11s. per pound.
"	3" x 6"	—13s. 6d. per pound.

For larger plates which are available in fair quantity, special prices are quoted.

The local demand for mica is unfortunately very small. Fair quantities of the larger sizes of sheet mica of the best quality are consumed by the electrical firms and power companies operating on the Rand and elsewhere, but in the past practically all their requirements have been imported from England at prices which, owing to the fact that there is no duty on mica and mica products, do not make it worth the while of the local producers to impair the value of their parcels by taking out the particular grades required.

Even if the whole of the local trade were captured, however, it would not amount to very much. The total value of mica imported into South Africa during the four years ended December 31, 1918, was only £1,889, of which the United Kingdom supplied £1,563.

The landed cost in Johannesburg of the best English micanite in 1918 was 3s. 1d. per pound, the normal cost being only 2s. 3½d.

The South African consumption of mica goods is very small, and there is little prospect of our ever being able to export micanite and allied products in competition with European and American manufacture.

STATISTICS OF MICA PRODUCTION IN SOUTH AFRICA.

The following table, based on figures issued by the Department of Mines, gives the weight and value of the mica produced in the Union of South Africa to the end of 1917:—

Year.	Tons (2,000 lb.)	Value.
1911.	1.404	£ 250
1912.	5.0	363
1913. . . . .	.....	—
1914. . . . .	.....	—
1915.	2.0	150
1916.	13.496	1,185
1917.	3.875	877

THE REQUIREMENTS FOR MICA IN THE WEST INDIES.

The following report on the requirements for mica in the West Indies has been forwarded by Mr. E. H. S. Flood, Trade Commissioner, Bridgetown, Barbados:—

The demand for mica in the West Indies is very light, and the supply is imported. As no special classification is given to mica by the customs it is impossible to state the exact amount imported, but the approximate amount can be arrived at through the merchants who handle the article.

From a leading merchant in Trinidad it is ascertained that the import in that colony is but a small one, probably not exceeding 50 pounds each year. Should the local demand increase for this mineral the island could probably supply it and become also an exporter, as evidences of the existence of mica in fair quantities appear in many quarters. The same general information comes from Demerara as to the demand there for mica. Advices from the Customs Department are that only 125 pounds were imported during the whole of the present year and that the import may be taken as negligible. Mica is, however, being looked upon by the Geological Department as one of the minerals of the colony that is open for exploitation, as deposits of muscovite appear in some parts of the colony and may prove of commercial value.

In Barbados the demand is very small and might not exceed 35 pounds in the year, the supply coming from the United States. The invoice prices at which they were buying, quoted by a firm in Barbados, subject to discount of 40 per cent, were as follows:—

Sizes $3\frac{1}{2}$ by 2 at 4 cents per sheet; sizes 4 by 2 at 7 cents per sheet; sizes 4 by 6 at 25 cents per sheet.

From another firm the following New York invoice prices were obtained:—

Mica assorted, $2\frac{1}{4}$ by 2, and 6 by 4 at \$5.95 per pound net; smaller sizes at \$4.75 per pound net.

The principal importers are the hardware dealers, and the electric light companies. A small amount is used by the telephone and garage companies.

No information is available at present from Jamaica or the smaller northern islands. But the statement above as to the requirements of the islands noted would probably apply to the others.

THE MARKET FOR MICA IN FRANCE.

By Captain P. W. T. Ross, Office of the Commissioner General for Canada in Paris.

Mica is used on a considerable scale in France. Besides being used in heating apparatus, bakers' ovens, stoves and electrical apparatus, during the war it was utilized in much greater quantities and for new purposes, such as in aeroplane apparatus, magnetos, etc.

The big market is London—Hamburg also, but evidently much less a market than London—to which all micas come—India, Ceylon, Argentina, China, Brazil, Canada, Russia (of "muscovite" fame), Sweden, etc., but mostly from India and Ceylon, each having their peculiar quality, and generally put up in cases of 30 to 50 kilogrammes, to which most suppliers have conformed. The mica market in Mincing Lane, London, has been established for at least fifty years, and its classification, according to quality, size and colour, has become a standard—so much so that some importers, though able to buy direct from India, find it more advantageous to buy from London.

Prices depend entirely upon the classification and quality. During the war France imported formidable quantities, and it is even a fact that pre-war reserves of importations are now being sold or utilized, so that prices are uncertain. Some houses are

doing bigger business than before but only buying half what they used to from abroad, while others have not bought for two months or over and so cannot give prices. The present-day rate of exchange prevents purchases also. The prices of all micas in the London market, however, have gone up about 60 per cent generally speaking, and in some cases merchants have cancelled orders on account of this, and are thinking of replacing mica with some other substance. The French Government is reported to have encouraged French societies to develop Madagascar and buy Brazilian stock.

French importers of mica would like to buy direct from Canadian producers of mica as they are buying from Brazil. The only prices I have been able to obtain, and which may be used as a base, are the latest purchases of Brazilian, as follows:—

		Francs.	
Quality R.C.	No. 5 (per kilo.*	14.00)	used for insulating.
	No. 4 (" "	22.00)	" " "
	No. 3 (pounds,	32.00)	used for stove and oven glass.
	No. 2 (" "	38.00)	" " "
	No. 1 (" "	45.00)	" " "
Mica splittings—	No. 5 (pounds,	3.50)	used for making micanite.
	No. 4 (" "	6.00)	" " "

Above prices being f.o.b. Paris (i.e., including duty).

It is useless to try to give prices on Canadian mica, for fear of misleading Canadian miners, as samples must be seen, and as above estimated too little has moved from Mincing Lane lately to quote.

Mica in France is used for virtually three classes of work:—

(1) Insulating, in electrical work. It is into this type of work that the Canadian amber mica chiefly enters, and the demand at present seems to be rather limited. Amber mica is very pliable, and found not to break easily.

(2) Glasses for stoves, etc. Canadian amber does not enter into this. The "Ruby" quality or brand from Madras, India, seems to be well known in this connection.

(3) Mica splittings for making "micanite," an agglomeration of mica splittings and shellac (gomme laque).

The Brazilian micas are favourably regarded. They have found their way onto the French market probably through the active propaganda Brazil has lately indulged in. There is a diversity of opinion with regard to Madagascar mica, one view being that too much graphite is mixed with it.

Canadian mica is favourably regarded for electrical purposes, but an authority on the use of mica for stove glass said:—

"The mica from India, Brazil, and Argentina is a harder material than Canada's and though not so pure it is preferred in making stove glass as it is easy to work. Then take the trimming: the Indian miners cut the bad parts off the edges, while Canadians do not, which means that the French importer would have to buy Canadian mica 20 per cent cheaper than that from India if he has to do this work himself."

The preparation of sheets is unquestionably an important factor and this feature is excellent in all products sent out from India, where this labour is done entirely by women.

Now the essential conditions to doing business in France on Canadian mica is to arrange for it direct from Canada to France, and to submit samples. Merchants interested have informed me that they will treat and buy on this method, one stating that he will only be too glad to give all the information he possibly can as to the demand in France and say how much he can use of it, especially as the production of Madagascar is not equal to present needs.

* 2.2046 pounds.

DEMAND FOR PAPER FELTS IN JAPAN.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, November 15, 1919.—There are now some twelve large paper companies in Japan, some of which have three or four branch mills.

At present nearly all the news paper used in the country is of domestic production, while large quantities are exported to eastern countries. In connection with the working of these mills, there is a demand for paper felt, which at present is being filled chiefly by the United States.

The sizes and weights chiefly in demand are as under:—

1. Felts for Fourdriner machines, size 48 feet by 124 inches, weight about 50 pounds, approximate price, \$3.54 per pound as a wet felt.
2. Felt for Fourdriner machines, size 48 feet by 124 inches, weight about 86 pounds, price approximately \$3.43 per pound as press felt.
3. Felts used for top cylinders (wet felt), size 125 feet by 104 inches, weight about 143 pounds, price approximately \$2.41 per pound.
4. Bottom cylinders (wet felt), size 133 feet by 104 inches, weight about 170 pounds, price approximately \$2.50 per pound.
5. Press felt used on all grades of board except those requiring a surface for high grade lithographing, size 42 feet by 104 inches, weight about 58 pounds, price approximately \$3.06 per pound.
6. Press felt of high quality boxboards for clay coating, size 42 feet by 104 inches, weight about 70 pounds, price approximately \$3.84 per pound.

The above prices may have changed within the last month or so, but these particulars will serve to show the felts chiefly in demand.

A list of the chief paper mills has been sent to the Department of Trade and Commerce, and may be had on application to the Commercial Intelligence Branch (quoting File No. 22322).

The Canadian Trade Commissioner has received numerous inquiries for Canadian paper felts, and if any Canadian manufacturers wish to cater to this trade, and will send a good range of samples and prices to the Yokohama office, they will be put in the hands of those interested. Address: The Canadian Government Trade Commissioner, 53 Main street, Yokohama, Japan.

JAPANESE IMPORTS OF MACHINERY.

(*British Board of Trade Journal.*)

According to the *Osaka Mainichi*, orders from Japan for British or American machinery are very large at present. The demand is said to be concentrated on machinery pertaining to electricity, electric light and electric trams, steam boilers and spinning machinery. As regards the increase in the demand for electrical machinery, it is due to the development of communications and industry and also to the large increase in the price of coal. On the other hand many capitalists who intended to import machinery for the enlargement of their business during the war, but hesitated on account of the enormous rise in the price of iron, have now made up their mind to import, as they have realized that prices will not decrease for some time to come, in view of the present labour and other difficulties prevailing in Europe. This attitude on their part has naturally increased the orders for foreign machinery, which have already amounted to large figures.

PORTABLE WELL-DRILLING MACHINE MADE IN ALBERTA.

The above is an illustration of the Northern Star portable well-drilling machine, made by the Well Tool and Iron Works, Limited, Calgary. The firm are equipped for the manufacture of all kinds of well-drilling machinery for water, gas and oil. The establishment of this new industry may be taken as an indication of the growth of manufactures in Western Canada.

BARGAIN PRICES BEING OFFERED BY GERMANS IN SOUTH AMERICA.

Mr. George Mallet, of Valparaiso, Chile, writes to the Department of Trade and Commerce as follows regarding bargain prices offered by Germans in South America:—

“A steamer has just arrived here with the first consignment of German goods, toys, drugs, dyes, etc., and report says that they are invoiced at pre-war prices. It is well known that this cannot be repeated, or at least kept up.

“A Birmingham exporter on tour a couple of months ago assured me he was offered goods in Buenos Aires cheaper than he could sell f.o.b. Liverpool, so he gave up hopes and returned home. This is a campaign which is being maintained to scare British traders off, but it is all bluff, and cannot be maintained if we stand firm and patient.”

NEW SOUTH WALES: PRINCIPAL ARTICLES EXPORTED OVERSEAS, ANNUALLY, 1916-19.

The following statistics of the exports of New South Wales have been forwarded by Mr. B. Millin, Canadian Government Commercial Agent, Sydney:—

Article.	1916-17.		1917-18.		1918-19*	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£		£		£
Ale and beer—bottled gal.	143,357	24,729	193,814	34 0 81	184,296	48,233
Bulk "	111,105	10,110	25,339	2,106	19,756	2,139
Ammonia, sulphate cwt.	68,808	73,203	84,050	156,101	128,373	231,430
Animals, living—						
Cattle, ordinary No.	128	2,759	107	1,975	606	4,394
Horses, ordinary "	3,310	75,944	3,840	102,254	3,783	83,101
Sheep, ordinary "	1,441	3,000	1,652	3,419	1,399	3,540
Sheep, breeding "	277	5,477	522	6,177	1,452	11,203
Apparel and attire		101,498		180,608	12,571	335,940
Biscuits lb.	3,227,998	49,504	18,751,712	296,972	10,677,090	257,647
Boats, launches		4,357		7,942		9,517
Bones cwt.	9,881	8,416	7,160	9,651	13,066	14,277
Books, printed		35,306		22,136		28,299
Boots, shoes, leather		37,253		73,054		163,383
Bullion—						
Gold—bar, ingot, etc. oz.	374	1,479				—
in matte "		126,607				—
Silver—bar, ingot, etc. "	358,992	54,410	2,342,119	444,983	6,182,044	1,262,230
in matte "	2,178,451	313,990	903,095	162,488		—
Butter lb.	24,493,305	1,707,616	25,238,466	1,706,396	7,645,993	631,018
Cheese "	1,547,267	72,483	1,553,075	66,974	387,219	27,791
Coal tons.	646,547	415,549	355,955	259,588	528,060	387,379
Coke "	34,709	52,238	37,299	54,663	34,111	50,486
Concentrates—						
Silver, silver lead cwt.						—
Tin "	100,469	33,017	62,445	21,827	155,640	57,798
Zinc "		8,456	1,504	15,371	1,338	12,149
Other "	656					
Confectionery lb.	281,897	15,788	651,825	35,129	905,942	61,933
Copper—ingots cwt.	676,181	4,072,056	493,632	2,836,295	296,260	2,092,752
in matte "	14,494	65,364				—
Drugs, chemicals, n.e.i		32,689		38,510		86,854
Fruits, dried—						
Currants lb.	2,520,065	60,908	1,739,743	43,259	372,524	10,925
Raisins "	485,551	14,384	424,739	12,051	296,755	6,341
Fruits, fresh—						
Apples centsals.	7,414	7,245	2,601	3,428	2,886	3,601
Citrus "	24,293	23,489	23,775	21,380	23,406	29,160
Furniture		10,757		10,587		11,798
Glue, pieces, sinews cwt.	17,636	12,987	7,522	9,852	2,775	4,908
Glycerine, unrefined lb.	423,427	12,976	697,479	21,841	807,912	30,518
Grain—						
Maize centsals	25,223	10,849	55,827	22,116	43,648	19,482
Oats "	36,694	14,988	9,021	4,211	6,613	6,020
Wheat "	10,960,345	4,612,327	3,449,644	1,423,046	6,905,445	3,015,028
Bran, pollard, sharps "	123,020	40,745	109,213	38,854	101,661	37,628
Flour (wheat) "	1,931,994	1,189,396	2,327,235	1,542,833	3,006,383	1,853,954
Hair, other lb.	324,441	13,560	232,588	14,337	236,634	17,024
Hats, caps, bonnets		12,762		25,397		34,450
Hay and chaff cwt.	2,859	774	2,203	731	4,820	1,570
Hoofs "	3,026	2,212	2,696	2,610	4,383	5,465
Horns		2,826		11,815		17,920
Jams and jellies lb.	13,000,812	280,951	14,570,478	278,333	22,233,125	533,262
Jewellery		4,494		1,365		16,214
Precious stones, unset		7,141		8,349		31,834
Lard lb.	561,659	17,735	718,712	27,022	2,467,332	87,955
Lead—in matte cwt.	529,580	614,072	297,420	372,718		—
pig "	1,604,677	2,385,305	1,681,966	2,500,364	1,825,906	2,546,463
Sheet and piping "	12,714	22,006	17,624	32,083	20,170	38,350
Leather		623,220		489,876		1,159,536
Leather manufactures, n.e.i		12,554		18,417		13,738
Manures—bonedust cwt.	35,507	12,295	17,049	7,145	38,262	19,259
Superphosphates "	171,557	37,719	245,554	58,888	128,573	35,470

* Preliminary figures, subject to revision.

PRINCIPAL ARTICLES IMPORTED OVERSEAS ANNUALLY—*Continued.*

Article.	1916-17.		1917-18.		1918-19.*	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£		£		£
Meats—Bacon and hams.... lb.	234,076	9,954	2,559,406	160,205	3,834,179	248,816
Preserved by C.P.—						
Beef..... "	10,453,222	227,147	4,084,003	95,689	2,392,695	58,863
Mutton..... car.	430,780	494,300	134,957	172,871	318,851	359,796
"..... lb.	22,088,432		7,490,484		16,323,705	
Lamb..... car.	210,022	207,111	31,428	34,286	85,861	79,125
"..... lb.	7,939,660		1,230,337		3,066,012	
Rabbits and hares.... pr.	10,718,922	760,331	8,978,377	670,269	3,956,919	221,632
Potted, concentrated....		62,744		134,336		223,916
Preserved in tins, etc.... lb.	8,365,107	386,097	22,025,688	1,254,661	34,733,340	2,041,430
Medicines.....		58,348		77,501		92,175
Metals—antimony and com- pounds.....		18,489		2,524		1,887
Metal manufactures.....		175,957		171,539		526,438
Oils—cocoanut..... cwt.	29,505	79,852	45,331	127,332	46,089	136,087
Onions..... "	63,035	25,654	30,807	16,845	28,734	19,770
Ores—copper..... "			1,004	622		—
Gold ore, etc..... "						—
Molybdenite..... "	3,525	80,680	3,341	72,523	3,792	81,391
Silver and silver lead.....						—
Tin..... "	24,665	147,165	1,013	7,359		—
Wolfram..... "	19,651	181,048	18,419	161,400	17,017	149,674
Other..... "	24,618	37,466	10,345	59,873	16,216	62,207
Potatoes..... "	52,583	21,762	39,241	15,259	41,769	22,331
Rubber manufactures.....		65,314		77,665		62,861
Sausage casings.....		62,393		36,437		130,984
Seeds.....		26,497		39,769		34,098
Skins and hides—						
Hides (cattle)..... No.	60,436	110,044	73,373	173,567	237,579	310,417
" (horse)..... "	175	166	16	20	540	459
Rabbit and hare..... lb.	4,721,480	392,453	6,993,612	1,037,444	10,111,221	1,103,940
Sheep with wool..... No.	700,620	208,075	566,051	166,769	1,375,165	450,299
" without wool..... "	1,509,432	109,817	475,574	43,282	486,607	61,780
Other..... "		288,771		487,70		312,062
Soap—toilet, fancy..... lb.	152,354	9,964	217,594	17,274		27,353
Other..... "	2,624,394	51,844	3,804,034	84,331	3,935,931	84,424
Specie—bronze.....		16		65		25
Gold.....		2,755,593				—
Silver.....		33,797		119,318		71,701
Stationery.....		17,502		21,067		33,573
Sugar—cane..... cwt.	21,708	24,263	41,252	45,653	40,282	51,692
Tallow, unrefined..... "	225,522	498,124	170,795	409,845	388,889	886,914
Timber—dressed..... s. ft.	252,901	3,421	220,273	3,285	201,039	3,659
Undressed..... "	11,776,202	134,654	11,381,023	170,839	8,931,774	140,728
Logs, not sawn..... "	99,509	877	245,860	1,995	177,898	1,115
Tin ingots..... cwt.	47,368	448,158	68,222	907,724	61,075	942,601
Tobacco—manufactured.... lb.	993,866	82,058	1,171,527	115,799	857,342	1,2,279
Cigarettes..... "	60,992	18,724	87,351	30,252	162,553	49,359
Wines—sparkling..... gal.	2,489	4,791	3,861	6,739	6,497	14,769
Still, bottle..... "	29,179	16,997	62,161	34,718	74,107	54,495
Still, bulk..... "	119,559	23,729	80,051	18,630	218,149	53,960
Wood articles—casks, shooks.....		5,016		1,090		1,931
Other..... "		9,991		11,051		22,847
Wool, greasy..... bale	480,416	10,408,056	345,237	7,769,366	715,429	13,432,246
"..... lb.	157,806,810		113,453,002		201,732,162	
" scoured and washed.... bale	98,450	2,191,868	142,340	3,120,835	206,014	4,387,148
"..... lb.	23,969,500		33,294,403		48,302,750	
Tops..... "	4,869,452	1,204,570	4,571,357	1,510,799	5,646	918,659
All other articles.....		2,422,770		4,494,457	2,879,275	5,352,364
Total.....		42,068,333		36,929,887†		48,871,726†

* Preliminary figures subject to revision.

† Exclusive of gold.

RESTRICTION ON PARCEL POST IMPORTATIONS INTO THE UNITED KINGDOM.

The Canadian High Commissioner in London has received a communication from the Colonial Office, dated December 1, notifying that since the restrictions on the importation of commodities into the United Kingdom have now been reduced to the narrowest limits consistent with the maintenance of essential industries, it has been decided that goods imported by parcel post should be treated in the same way as other prohibited imports. Accordingly only parcels shown to contain nothing but bona fide commercial samples are in general admitted without license. In all other cases parcels containing prohibited goods will be detained pending the production of licenses by the addressees in the United Kingdom.

THE PROGRAMME OF POLAND.

(From the Polish Economic Bulletin.)

PART I.

Poland, under exceptionally onerous conditions, has again been created a sovereign state, and when it settles down to the possession of all the territories which it justly claims, it bids fair to be the strongest and most interesting, economically, of all the states of Eastern Europe. Its immense forests, its supplies of liquid petroleum, its textiles, its coal, iron, salt, lead and zinc, the great possibilities lying before it in the future, all combine to attract the closest attention from British business men.

The situation is an urgent one. Already Germany is making considerable trade overtures to Polish commercial and business men, and her agents are willing to give a lengthened credit and to take payment at the rate of exchange current at the time when the payment has to be made.

Poland is addressing herself with great vigour and assiduity to the task of reconstructing her economic order. She has set up Government departments to deal with the trade, industry and commerce of the country, and she has founded two special ministries, one of Public Works and the other of Labour and Social Welfare. These important ministries are at present kept exceedingly busy as the arrival of raw materials causes Polish industries to be restarted, thus enabling the two departments to work together in decreasing the number of the unemployed and also in absorbing the surplus of labour, swollen to big figures by the returning refugees.

The programme of public works is certainly an imposing one. It includes the banking of the Vistula, the dredging and deepening of its channels; railway, canal, and road construction, and other elaborate plans for works which must spread over a period of from ten to twenty years. Foreign firms of contractors are being asked to tender for these important schemes. Poland will supply the timber, because the total area of forest land in United Poland before the war was 31,200 square miles, without counting the eastern territories which are at present under Polish administration.

DESTRUCTION OF POLISH INDUSTRY DURING THE WAR.

Poland has suffered more than most of the belligerent countries during the war, and consequently the task of reconstruction is made correspondingly extensive and difficult. We begin, therefore, by giving a statistical account of the damage done to Polish industry by the German and Austro-Hungarian occupants, so that British merchants may see what is immediately and urgently needed for a reconstruction of the country's economic life to a pre-war efficiency.

The statistics given below relate exclusively to the Congress Kingdom, but they give some idea of the policy of rapine and destruction practised by the Austro-German occupants in all parts of Poland.

Branches of Industry—	Number of Workmen.		Yearly Production. in Tons	
	In 1913.	In 1918.	In 1913.	In 1918.
Cotton.. . . .	69,262	3%	121,501	1½%
Divers tissues.. . . .	34,214	4%	81,800	2%
Wool.. . . .	62,190	3%	192,100	1½%
Paper.. . . .	10,427	25%	28,150	15%
Timber.. . . .	13,051	20%	26,210	10%
Metal.. . . .	52,415	2%	142,400	1%
Minerals.. . . .	23,636	35%	35,800	30%
Animal products.. . . .	7,262	10%	29,420	7%
Food products.. . . .	35,302	75%	164,900	55%
Chemical products.. . . .	8,561	5%	42,790	4%
Metallurgical products.. . . .	13,950	4%	13,950	½%

As is clear from the above-mentioned figures the fundamental branches of industry, i.e., textile, chemical, metallurgical, etc., have been practically brought to a standstill through the endless requisitions made by occupying administrations. All raw materials and machine tools have been carried away by the occupant powers. Thus they have exported to Germany 2,600 machine tools, 1,600 dynamos, hundreds of steam tractors, belting, etc.

As to the seizure of raw materials, its significance can be judged from the fact that apart from the cotton and wool which have been completely carried away, in one single year there has been exported to Germany from Poland 1,000,000 raw skins, 2,000,000 tanned skins, 2,204 tons of woollens, 23 tons of bristle, etc. The quantity of dynamos which Germany has carried away is equal to one-half of all dynamos working before the war; furthermore, the quantity of machine tools carried away by the Germans was such as to stop all the related industries. In order to complete the work of destruction of Polish industries they have not refrained from forcing the Polish workmen in hundreds of thousands to go to Germany to be submitted to a most brutal régime of exploitation. By means of such practices they hoped to utterly destroy the Polish industries, at the same time to try to secure for themselves the Polish markets, whilst making the Polish workers give their services at a sweated wage.

Hitherto we have not dealt with the German requisitions of such essential metals as iron, tin, zinc, lead and copper, but a document left behind during their retreat from Warsaw enables us to supply data of what is lacking, and convict the Germans out of their own mouths. According to this document there have been exported of the above-mentioned metals the following amounts from the Warsaw district alone:—

Iron.. . . .	tons (metric).	81,833
Tin, zinc and lead.. . . .	" "	19,300
Copper.. . . .	" "	7,600

The same document relates to the following being carried away from Congress Kingdom:—

Cattle skins.. . . .	pieces.	800,000
Chamois skins.. . . .	" "	326,000
Shoe leather.. . . .	tons (metric).	2,000
Belting.. . . .	" "	890,000

From Lodz alone, as has recently been calculated, the Germans have exported 1,400,000 m. of belting.

From seven well-known large estates alone the Germans have exported 47,000 wagonloads of timber.

One must also remember that before the German invasion the Russian authorities during their retreat evacuated to Russia upwards of 10,000 wagonloads of raw materials from districts between Warsaw and Brest Litowsk.

RECONSTRUCTING INDUSTRY IN POLAND.

The Continuous Decrease of Unemployment.

An interesting index of the successful efforts being made by the Poles to reconstruct their country's economic life is shown in the continuous decrease of unemployment. This of itself is a guarantee of thus ensuring social peace in Poland, which alone enables trade and industry to go on in a normal way.

As long as there is considerable unemployment in a country, so long there is trouble and unrest, but the following figures show the number of men in the great fundamental industries who are given employment during the present time:—

Textile industry.. . . .	45,000
Sugar industry.. . . .	12,000
Farm produce.. . . .	10,000
Glass works.. . . .	7,000
Ore mines.. . . .	4,000
Metal industry.. . . .	15,000
Pottery.. . . .	8,000
Tanning works.. . . .	5,000
Animal produce.. . . .	5,000
Paper mills.. . . .	2,500
Rebuilding of damaged property.. . . .	45,000
Chemical industry.. . . .	3,000
Mining.. . . .	35,000
Public works.. . . .	60,000
Building industry.. . . .	10,000
Railway construction.. . . .	10,000
Forestry.. . . .	12,000
Total.. . . .	<hr/> 283,500

The number of unemployed will decrease rapidly with the increased supply of coal from Upper Silesia and the establishment of regular shipments to Danzig, and the imports of raw materials, agricultural implements and machinery of all kinds necessary for mobilizing Polish industry.

Undoubtedly the most important part in the work of reconstruction is being played by the Ministry of Public Works and Welfare, whose objects may be subdivided under two main heads:—

(1) Organization and maintenance of public works, thus giving employment to many thousands of workmen.

(2) Deciding on tenders and issuing the resulting contracts to Polish and foreign manufacturers for the work of reconstruction.

Not the least important factor is the carrying out of the State-aided housing schemes, which deal with a problem which the experience of this country has shown to be so important to the working man generally.

(Part II on Poland's Economic Wealth will be published in the next number of the Weekly Bulletin.)

ESTABLISHMENT OF WOOL SALES IN MANCHESTER.

Mr. J. E. Ray, Trade Commissioner in Manchester, reports as follows under date December 2, on the establishment of wool sales in that city:—

In pre-war days the sales of wool took place almost exclusively in London; but a spot market has now been established in Manchester, and it is likely to be of a permanent character. A few days ago about 10,000 bales of the raw material were sold on the spot market established in Trafford Park by the port of Manchester Warehousing Co., and a good number of Yorkshire buyers were present at the sale. Ample storage facilities are in existence, and it is claimed that stocks can be cleared much quicker than elsewhere. It is reported that sales will be conducted monthly.

FRENCH CUSTOMS DECISIONS.

The *Journal Officiel* (Paris) for November 3 contains a schedule of decisions of the French Customs Department with regard to the classification of certain articles under the French tariff. Some of these decisions are noted below:—

Articles.

How Classified for Duty.

- Non-skid appliances for pneumatic tires in natural leather, riveted or studded. No. 488.—Transmission belts and bands and thongs therefor, leather hose, etc., etc., according to kind.
- Electrical control apparatus, with watch movement. The duty of No. 524 *bis*—electric and electro-technical apparatus—the watch movement being taxed under No. 498 or 499.
- Electric-driven portable vacuum cleaners. Régime of dynamo electric machines, according to class, or of wares of aluminium.
- Children's chemistry boxes. The duty of products of the toy trade (No. 646), but test tubes and articles of blown glass to be taxed separately.
- Cellophan or hydrocellulose. Celluloid, 281 *ter* or *quater*, according to kind.
- Loose-leaf notebook covers, of board covered with leather or imitation leather, with nickel or nickelled mounting. "Maroquinerie, *supplée*" for the case, No. 491; "nickelled wares" for the mounting, No. 579. Loose leaves are taxed separately.
- Rolling cylinders or calenderers for paper-making machines of case-hardened cast-iron. No. 556.—Manufactures of case-hardened cast-iron, according to kind.
- Scales of the ablet or of other fish, even with antiseptics. Other animal products and wastes (No. 43).
- Ferro-zirconium and silico-zirconium. "Chemical products not specially mentioned other than with a base of alcohol." (282 (2)).
- Iron filters for must with framework of the percolator in ebonite. The whole is dutiable under No. 525 *sexie* "apparatus not elsewhere mentioned in the tariff."
- Gloves of mixed manufacture, of skin covered wholly or partly with rubbered fabric. Other made-up articles of rubbered fabrics. (No. 620.)
- Imitations of amber or of artificial resin made from the derivatives of phenol and analogous compounds. "Hardened casein" according to kind. (No. 64 *bis*.)
- Machines and machinery for coating fabrics for the manufacture of pegamoid or similar goods. Machines for dressing and finishing fabrics in the piece. (No. 516.)
- Machines and machinery for grinding metals and articles of metal. The grinding machine, classed as machine tools (No. 525); the truck, if there is one, is classed as goods wagons (No. 614); the electric motor, classed as electric dynamo machines (No. 524); the rheostats, etc., as electro-technical apparatus. (524 *bis*.)
- Slabs for covering walls, for partitions, etc., made of plaster compressed between two sheets of cardboard or thick paper. The duty on cardboard in sheets (No. 462) on 25 per cent of the total weight; and on mouldings of plaster (No. 177 *bis*) on the remainder; the importer has the right to demand that the article be dismantled and each piece weighed separately.
- Registering and safety pumps for distributing oil, spirit, or other volatile liquids, including an automatic control of the flow by means of a clockwork movement or minute wheels—
- With separable aluminium, nickel, or nickelled parts, representing more than 5 per cent of the total weight. Duties of the corresponding wares (Nos. 579 *bis*, 496 or 579) on the aluminium, nickel or nickelled parts, and on "meters" (No. 505) for the surplus.
- With aluminium, nickel, or nickelled parts, not representing more than 5 per cent of the total weight. Duties of No. 505 on the whole.
- Motor fire engines. The régime applicable to each part, No. 614 *ter* as regards the vehicle, including the engine, and No. 512 *bis* (pumps) as regards the apparatus.
- Life-saving rafts made of cork waste enclosed in fabric with a netting of ropes of hemp, flax, cocoanut fibre, etc. Cordage, more than 10 mm. in diameter, unbleached. (No. 367.)

FRENCH CUSTOMS DECISIONS.—*Continued.*

Articles.	How Classified for Duty.
Plain cotton fabrics impregnated with stearic acid and mineral matter.	Cotton fabrics, dyed—according to class. (No. 406.)
Machines and machinery for cutting handles (knobs) or other accessories for umbrellas.	Machine tools, according to class. (No. 525.)
Scooters.	Velocipedes. (No. 614 bis.)
Carpets of jute and cotton yarns, with a core of reed or rush stems, the jute weighing more than the cotton.	Jute carpets, according to kind. (No. 401.)

WHY OCEAN FREIGHTS ARE HIGH.

(United States Commerce Reports.)

The London *Daily Telegraph* in a recent issue says one of the reasons for the present high freight rates is that a ton of shipping to-day performs, according to well-informed British shipowners, only about half the service it did five years ago—a state of affairs largely attributable to the congestion at the different ports of Great Britain. A few days ago fifty vessels were lying idle at Cardiff and others were waiting outside in the roadstead, Swansea was overcrowded with some 200, and half as many were at Newport. Much the same condition prevails on the east coast. Among other reasons assigned for high freights in the United Kingdom are:—

1. Relative shortage of tonnage because of the failure to make good losses sustained during the war, and the large number of vessels still being "conditioned" after the stress and strain of war service.
2. Post-war government needs in the matter of transport, and labour delays generally.
3. Greatly increased cost of ships, and higher insurance values as a result.
4. High cost of repairs and maintenance.
5. Increased wages for officers and seamen and heavier bills for their food and ship's stores.
6. Higher dock dues.
7. Higher prices for bunker coal.

HIGH COST OF COAL AND OTHER FACTORS.

The price of bunker coal is especially heavy now upon shipping. Before the war bunkers could be obtained in Great Britain for 15s. to 20s. (from \$3.65 to \$4.87) a ton. Since coal represents from 40 to 50 per cent of the outlay for operating ships under normal conditions, it is apparent that the price paid for bunkers looms large in calculating the expenses of a voyage. The *Daily Telegraph* makes the following comparison of charges for coal required for ships and for industrial purposes at various ports of the United Kingdom: London—bunkers, 110s. (\$26.77); industries, 40s. (\$9.73). Liverpool—bunkers, 100-110s. (\$24.33-\$26.77); industries, 35-40s. (\$8.52-\$9.73). Cardiff—bunkers, 82s. 6d. (\$20.08); industries, 39s. (\$9.49). Tyne—bunkers, 70s. (\$17.03); industries, 33s. (\$8.03). Glasgow—bunkers, 70s. (\$17.03); industries, 35s. (\$8.52).

Wages are another item that enters into the high cost of transport. An able-bodied seamen on a British vessel prior to the war received £5 10s. (\$26.77) a month. To-day his wage is £11 10s. (\$55.96), with a bonus of £3 (\$14.60). The cost of food for the seamen and of accommodation have also advanced. Further, five years ago it cost around £5 to £6 (\$24 to \$29) a ton to construct a vessel in Great Britain, while to-day the same vessel will cost £30 (\$146) a ton.

GERMANY AND OVERSEAS MARKETS.

(British Board of Trade Journal.)

In spite of the difficulties confronting Germany in the resumption of world trade, German traders are showing great activity in their efforts to resume pre-war connections in all parts of the world. Certain Germans in Brazil have recently forwarded samples of certain local products to Rotterdam for Germany. The samples comprised forty-three packages of a net weight of 3,269 kilogrammes, and consisted of:—

	Kilos.
10 bags cocoa.. . . .	890
10 " Ucuhuba nuts.. . . .	500
5 packets fibres.. . . .	250
1 packet hides.. . . .	7
1 " cotton.. . . .	10
1 case Balsam.. . . .	37
5 bags rice.. . . .	375
5 " tapioca flour.. . . .	250
5 " vegetable tallow.. . . .	950

The above is interesting as it shows that by forwarding samples the Germans, with their usual thoroughness, have again begun at the beginning.

Consignments of German goods have also arrived at Bahia. One in particular, which was sent out through an intermediary, consisted of small ware of all descriptions, e.g.:—

Cotton vells.
Packing paper.
Pins.
Hairpins.
Boot blacking.
Writing paper.
Celluloid buttons.

Embroidered cottons.
Metal buttons.
Nails.
Cotton ribbon.
" stockings.
1 small case silk ribbons.
Cheap iron locks.

Again, a well-known German house at Solingen has placed its catalogues in circulation at Bahia, offering scissors at 8 to 51.60 marks per dozen plus 30 per cent over 1914 prices. This quotation brings the price of the most expensive scissors manufactured by this firm to about 66 marks per dozen, or between 5 to 6 marks per pair. With the mark at 190 reis, the largest and best quality of scissors would cost 1.4 milreis or five to six times less than the same size or quality coming from the United Kingdom or the United States.

The goods are quoted f.o.b. Rotterdam or Copenhagen, payment to be made on delivery of documents. All the scissors are stated to be made of superior steel, nickelled and well polished. The firm give a guarantee that each pair of scissors "cuts very well." In taking an order they ask if they are to insure at the purchaser's cost and if the packing cases are to be lined with tinned plate. It is stated that the orders will be executed immediately.

IMPORTATION OF STEAM BOILERS IN BRITISH GUIANA.

(British Board of Trade Journal.)

The *Official Gazette* of British Guiana of October 6 publishes Government Notice No. 81, stating that from and after January 1, 1920, the following section of the Steam Boilers Ordinance, 1907, Amendment Ordinance, 1915 (No. 11 of 1915), will be strictly enforced:—

Every boiler imported into the colony must be accompanied by a test certificate from a duly authorized person in the employment of, or recognized as qualified by, the Government of the State in which the boiler was manufactured. Such certificate is to state that the boiler is constructed in accordance with the requirements of the State.

MANIFESTING OF BONDED GOODS FOR MIMICO, NEW TORONTO AND SWANSEA, ONTARIO.

Bonded goods consigned to Mimico, New Toronto and Swansea, and transported as freight by the Canadian Pacific Railway or Grand Trunk Railway may be manifested on the port of Toronto, Mimico station, New Toronto or Swansea. (*Vide* Memorandum of Department of Customs No. 2358-B, dated December 3, 1919.)

When the manifests are so marked the bonded goods may be delivered at Mimico, New Toronto or Swansea, subject to entry at Toronto customs house.

This memorandum cancels Departmental Memorandum 1960-B.

MARKET FOR WELL-DRILLING MACHINERY IN BRITISH EAST AFRICA.

(*Consul S. W. Eells, Nairobi, British East Africa, in United States Commerce Reports.*)

For some time the settlers in British East Africa have been talking of boring for water, but the initial cost (especially during the war) of well-drilling machinery was so high that up to the present nothing has been done. The Public Works Department at Nairobi has recently appointed an expert on well-drilling to explore the country and report on the probable success of drilling wells for water.

The expert informed this consulate that there is no doubt but that water is to be found all over the country, and he is anxious to have literature and prices on American-made well-drilling machinery, tools, and spare parts. It is suggested that manufacturers send their catalogues and price lists of well-drilling machinery, tools, and spare parts in duplicate to the consulate.

BARCELONA EXPOSITION IN 1920.

(*Commercial Attaché Chester Lloyd Jones, Madrid, Spain, in United States Commerce Reports.*)

The first exposition of an international character held in Barcelona will take place from the 15th to the 30th of May, 1920. The exhibits will be shown in stands which can be rented directly from the management of the exposition. The following classification of exhibits has been adopted:—

- | | |
|--|--|
| 1. Agriculture. | 10. Engineering, transportation, tourist travel- |
| 2. Arboriculture, horticulture, floriculture. | ling. |
| 3. Forestry. | 11. Electricity. |
| 4. Hunting, fishing, harvesting. | 12. Sports. |
| 5. Medicine. | 13. Building enterprise. |
| 6. Commercial industries in general. | 14. Spinning and textile industries. |
| 7. Mining and metallurgy. | 15. Clothing, styles. |
| 8. Mechanical products in general. | 16. Art and industrial art. |
| 9. Material, instruments, products of arts, letters, and sciences. | 17. Other industries. |
| | 18. Miscellaneous. |

Communication can be sent to La Direccion General de la Feria, calle de Fernando, numero 30; apartado de Correos, 512, Barcelona.

PROJECTED TARIFF REVISION IN BRAZIL.

Proposals in Respect of Textiles.

(*British Board of Trade Journal.*)

The Board of Trade have received from H.M. Representative at Rio de Janeiro certain particulars as to the proposals put forward by the Tariff Revision Commission in respect of sections XV, XVI, and XVII, of the Brazilian Customs Tariff, which cover cotton, wool, flax, hemp, and jute (raw yarns, fabrics, and manufactures).

Particulars of the more important alterations proposed by the Tariff Revision Commission in respect of these sections are set out in the statement printed below. It will be observed that the duties proposed are in the direction of reductions in the case of cotton fabrics, jute hessians and sacks, and hemp ropes, and of increases in the case of raw jute and jute yarns, and it is understood that in the remaining items of the sections the new proposals provide, generally speaking, for a reduction of 20 per cent in the existing duties.

H.M. Representative at Rio de Janeiro reports that there is some possibility of the tariff as revised being made operative as from January 1 next.

Present Customs Tariff.	Articles.	Rates of Customs Duty.	
		Existing.	Proposed.
		Reis. per kilogram.	Reis. per kilogram.
472	Cotton fabrics, plain and twilled, not specially mentioned in the Tariff Basis 10 x 10 threads.		
	Unbleached, weighing per square metre:—		
	Up to 20 grammes.	14.000	10.000
	From 20 to 30 grammes.	{ 9.500 a }	5.500
	From 30 to 40 grammes.	{ 6.000 b }	3.000
		{ 4.000 c }	
	From 40 to 50 grammes.	{ 2.000 d }	1.500
	From 50 to 75 grammes.	{ 1.500 e }	1.200
	From 75 grammes upwards.		900
	Bleached, weighing per square metre:—		
	Up to 20 grammes.	20.000	12.000
	From 20 to 30 grammes.	{ 13.000 a }	7.000
	From 30 to 40 grammes.	{ 10.000 b }	4.200
		{ 6.400 c }	
	From 40 to 50 grammes.	{ 3.200 d }	2.100
	From 50 to 75 grammes.	{ 2.200 e }	1.700
	From 75 grammes upwards.		1.200
	Dyed in the piece, or of yarn dyed in one or more colours, weighing per square metre:—		
	Up to 20 grammes.	15.000	10.600
	From 20 to 30 grammes.	{ 10.000 a }	6.100
	From 30 to 40 grammes.	{ 7.500 b }	3.700
		{ 5.000 c }	
	From 40 to 50 grammes.	{ 3.000 d }	2.200
	From 50 to 75 grammes.	{ 2.400 f }	1.800
	From 75 grammes upwards.	{ 2.000 g }	1.500
	Printed, weighing per square metre:—		
	Up to 20 grammes.	15.000	13.000
	From 20 to 30 grammes.	{ 10.000 a }	7.200
	From 30 to 40 grammes.	{ 7.500 b }	4.500
		{ 5.000 c }	
	From 40 to 50 grammes.	{ 3.400 }	2.800
	From 50 to 75 grammes.		2.400
	From 75 grammes upwards.	3.000	2.000
528	Jute, raw.	20	80
529	Jute yarn, single:—		
	Unbleached.	100	160
	Dyed.	130	200
534	Jute hessians.	650	450
547	Hemp rope, in coils.	1000	500
563	Jute sacks.	800	500

a More than 20 and up to 25 grammes.

b More than 25 and up to 31 grammes.

c More than 31 and up to 40 grammes.

d More than 40 and up to 49 grammes.

e More than 49 grammes.

f More than 49 and up to 60 grammes.

g More than 60 grammes.

IMPORT AND EXPORT REGULATIONS IN AUSTRIA.

(*British Board of Trade Journal.*)

The British Commercial Commissioner in Vienna has furnished the following information regarding the regulations at present in force governing imports into and exports from Austria.

IMPORTS.

No imports into Austria from countries not included in the former Austro-Hungarian Monarchy are allowed without license, for which an application should be made by the importer to the "Centralstelle für Ein-, Aus- und Durchfuhrbewilligung" (Central Office for Licenses for Import, Export and Transit), at the Staatsamt für Finanzen (State Office for Finance), Himmelpfortgasse, Vienna I. The granting of these licenses depends on whether the Ministry of Finance is satisfied:

(1) That the goods are required and are not superfluous luxuries. (In virtue of this condition, for example, the importation of tea in large quantities would not be allowed.)

(2) That the price is reasonable, and that the importer is a regular merchant who will resell the goods at reasonable prices, or at the prices, if any, fixed by the authorities, and not allow them to get into the hands of "Schleichhändler" or profiteers.

(3) That the conditions of payment have been approved by the Devisenzentrale (Government Office for Foreign Exchange). At least six months' credit, or payment in instalments in three, six and nine, or six, nine, and twelve months, is generally insisted on, except in the case of foodstuffs urgently required, when foreign exchange may be obtained from the Devisenzentrale.

EXPORTS.

The export of certain goods, chiefly raw materials, clothing, and foodstuffs, is prohibited, unless export licenses are obtained; the export of other goods is free. Licenses for export to the neighbouring countries with which there are so-called "compensation treaties," are given by the Warenverkehrsbüro, an office which is run as a department of the Vienna Chamber of Commerce (Handels und Gewerbekammer). For other countries, export licenses must be obtained from the same office as import licenses.

The list of goods which cannot be exported except under license is now under revision, and a new list with considerable alterations will shortly be issued. Most manufactured articles of luxury, even if made of materials of which the supply is short, such as textiles, leather, or metals, are not subject to export license.

The export of all goods, however, whether subject to license or not, is dependent on the approval by the Devisenzentrale of the conditions of payment. It is generally required (a) that payment should be made in foreign currency, and (b) that this foreign currency should be handed over to the Devisenzentrale. Manufacturers of exported goods who require raw material from abroad are allowed by this office to retain a part of the foreign currency in order to enable them to import such raw material.

An amending and consolidating decree on the subject is expected shortly, and particulars of any such decree will be published in this *Journal* as soon as the information becomes available. In particular, it is expected that some of the hampering restrictions imposed by the Devisenzentrale will be removed. It is held in many quarters that the regulation compelling payment for exported goods to be made in foreign currency has already contributed to the devaluation of the Austrian krone, because foreign owners of kronen are unable to use them to buy Austrian goods.

GERMAN COMPETITION IN MOROCCO.

German firms in the hardware trade are displaying considerable activity in Morocco, and are offering very advantageous terms with a view to securing business says the *British Board of Trade Journal*.

Price lists and requests for orders are being addressed to all the principal merchants, and a great point is being made of the advantage which the present low value of the mark confers upon foreign buyers of German goods. Three months' credit is being freely conceded, and unless British firms are prepared to do the same it may be very difficult for them to secure business.

CATALOGUES AND TRAVELLERS IN BELGIUM.

(British Board of Trade Journal.)

The British Vice-Consul at Ghent states that if British firms will forward copies of their catalogues and trade publications to him he will distribute them to the trading firms interested. He is, however, of opinion that the only means of effectually establishing good trade relations with firms in his district lie in sending out properly qualified travellers.

Purchasers of goods from the United Kingdom at the present time are much hampered by the rate of exchange, by the high price and uncertainty of price of British goods, and by the delay in any uncertainty of date of delivery.

In addition, the rate of exchange of the German mark makes purchases of German goods particularly advantageous to Belgium buyers, and, though regulations exist to prevent individual purchasers, means are found for introducing German goods into Flanders and for their private sale.

The rate of exchange with France is also advantageous to Belgian buyers, and the vice-consul has observed the introduction of various goods of French manufacture. He does not consider, therefore, that the mere despatch of British trade catalogues is sufficient or likely to secure numerous orders.

TRADE OPPORTUNITIES IN ROUMANIA.

(British Board of Trade Journal.)

H.M. Commercial Secretary at Bucharest states that all kinds of builders' materials, i.e., window glass of different thicknesses, roofing material, steel and iron ware, ironmongery, door knobs, hinges, locks and keys, taps and all smaller articles used in building work, are required in Roumania, and that there is also a large demand for rice, sugar and colonial produce.

It is understood that Roumanian firms would be prepared to act as the agents of British manufacturers and merchants for the sale of such goods on a commission basis, the commission being included in the price fixed by the British suppliers.

Prices should be quoted c.i.f. Roumanian port, if possible in lei. Should the sellers wish payment to be made in sterling it could probably be arranged for a deposit of Roumanian bonds to be made in any named bank to cover the amount of the purchase until it is possible to negotiate the necessary exchange. During this interval the purchasers would undertake to pay the usual current interest in London on the sum due.

A considerable volume of business is already reported to have been done on somewhat similar terms with British merchants, and there seems to be some probability that in such cases the assistance of banking institutions interested in Near Eastern trade might, if necessary, be solicited, should any firm not feel disposed to undertake the financing of the whole business.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending December 12, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	113,378	22,241	49,904	...	27,901	213,424
Empire Elevator Co.	131,318	117,989	100,453	11,055	20,088	380,903
Consolidated Elevator Co.	227,978	42,484	39,019	41,225	6,711	357,417
Ogilvie Flour Mills Co.	167,596	121,266	45,251	...	34,564	368,677
Western Terminal Elevator Co.	193,237	24,893	8,201	13,247	4,337	243,915
G. T. Pacific.	124,594	154,782	33,917	16,668	20,202	349,563
Grain Growers' Grain Co.	83,059	214,944	83,886	...	54,081	435,970
Fort William Elevator Co.	273,793	196,154	27,611	13,151	5,400	516,109
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	337,079	13,674	6,608	43	69	357,473
Port Arthur—						
Port Arthur Elevator Co.	291,575	205,776	98,383	619	43,336	639,689
Sask. Co-op. Elev. Co.	655,598	160,997	35,162	24,844	14,190	890,791
Can. Govt. Elev.	70,056	60,668	18,699	50,163	7,361	206,947
Thunder Bay.	205,710	266,407	63,583	7,730	8,718	554,148
Davidson & Smith.	39,195	92,915	13,347	...	1,081	146,538
Eastern-Richardson.	265,390	81,271	38,221	3,232	29,653	417,767
Grain afloat—						
Vancouver Can. Govt. Elevator.	2,649	27,566	1,363	...	...	31,578
Total public terminal elevators	3,182,205	1,804,027	665,608	181,377	277,692	6,110,909
Saskatoon Can. Government Elevator..	455,501	423,739	2,338	...	...	881,578
Moosejaw Can. Government Elevator..	343,976	192,174	7,487	6,574	1,270	555,152
Calgary Can. Government Elevator....	1,504,627	371,558	29,144	182	5,629	1,911,140
North Transcona, C.P.R..						-
Total interior terminal elevators	2,304,104	937,471	38,969	6,756	10,570	3,347,870
Depot Harbour.	130,562					130,562
Midland—						
Aberdeen Elevator Co.			Not	reported.		
Midland Elevator Co.			"	"		
Tiffin, G. T. P.	1,398,113					1,398,113
Port McNicoll.	1,552,761	928,921	90,456		31,751	2,603,889
Collingwood.						-
Goderich—						
Elevator & Transit Co.	566,500	42,312				608,812
Western Canada Flour Mills Co., Ltd.	440,241					440,141
Toronto—						
Campbell Flour Mills Co.	147,830	14,753				162,583
Kingston—						
Montreal Transportation Co.						-
Commercial Elevator Co.			None	in store.		-
Port Colborne Dom. Govt. Elevator...						-
" Maple Leaf Milling Co., Ltd.			Not	reported.		-
Prescott.						-
Montreal—						
Harbour Commissioners Nos. 1 and 2.	4,427,550	633,876	39,000		1,297	5,101,723
Montreal Warehousing Co.			Not	reported.		
Ogilvie Flour Mills Co.	981,198		10,434			991,632
Quebec Harbour Commissioners.	667,636	47,860				715,496
West St. John, N.B., C.P.R.	734,207	162,130	170,263			1,066,600
St. John, N.B., Can. Nat. Rys.	255,687					255,687
Halifax, N.S., Can. Nat. Rys.	166,367		50,586			216,953
Total public elevators	11,468,552	1,829,852	360,739		33,048	13,692,191
Total quantity in store.	16,954,861	4,621,350	1,065,316	188,133	321,310	23,150,970

+ Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended December 12 1919.

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		3,688	78,098		81,786
No. 1 Northern.....		892,083	1,264,544	4,755,034	6,911,661
No. 2 ".....		647,753	353,326	2,858,615	3,859,694
No. 3 ".....		473,506	145,111	2,154,123	2,772,740
No. 4 Special.....				153,377	153,377
No. 4 Wheat.....		97,512	5,707	295,944	399,163
No. 5 ".....		45,169	5,145	13,279	63,593
No. 6 ".....		15,572		14,170	29,742
Other.....		1,006,922	452,173	1,224,010	2,683,105
Totals.....		3,182,205	2,304,104	11,468,552	16,954,861
Oats—					
Extra No. 1, C.W.....			*23,230		23,230
No. 1, C.W.....		109	28,179		28,988
No. 2, ".....		374,804	230,109	472,824	1,077,737
No. 3, ".....		431,286	107,087	651,738	1,190,111
Ex. No. 1 Feed.....		38,066	180,879	49,617	268,562
No. 1 Feed.....		152,399	128,147	44,258	324,804
No. 2 ".....		210,764	83,020	222,755	516,539
Other.....		596,599	206,120	388,660	1,191,379
Totals.....		1,804,027	987,471	1,829,852	4,621,350
Barley—					
No. 3, extra C.W.....		709			709
No. 3, C.W.....		115,069	4,358	192,417	311,844
No. 4 ".....		240,437	12,275	105,848	358,560
Feed.....		92,098	9,875	55,215	157,188
Rejected.....		95,323	2,359	7,259	104,941
Other.....		121,972	10,102		132,074
Totals.....		665,608	38,969	360,739	1,065,316
Flax—					
No. 1, Northwestern Canada.....		156,336	5,131		161,467
No. 2, C.W.....		14,228	1,482		15,710
No. 3, ".....		3,365	4		3,369
Rejected.....		527	3		530
Other.....		6,921	136		7,057
Totals.....		181,377	6,756		188,133
Rye—					
No. 1, C.W.....		1,051			1,051
No. 2, ".....		182,049		31,751	213,800
No. 3, ".....					
No Grade.....		18,655			18,655
Rejected.....		42,107			42,107
Other.....		33,830	6,899	1,297	42,026
Totals.....		277,692	6,899	33,048	317,639
Corn.....			3,671		3,671
Total quantity in store.....		6,110,909	3,347,870	13,692,191	23,150,970

Special bin.

Quantity of Wheat and other Grain in Store at Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East on December 12, 1919, with comparison for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>December 12, 1919.</i>			
Public Terminal Elevators.....	3,182,205	2,928,704	6,110,909
Interior Terminals.....	2,304,104	1,043,766	3,347,870
Public Elevators in the East.....	11,468,552	2,223,639	13,692,191
Total.....	16,954,861	6,196,109	23,150,970
<i>December 13, 1918.</i>			
Public Terminal Elevators.....	7,330,921	5,287,417	12,618,338
Interior Terminals.....	3,081,952	1,928,622	5,010,574
Public Elevators in the East.....	14,829,925	1,248,848	16,078,773
Total.....	25,242,798	8,464,887	33,707,685
<i>December 14, 1917.</i>			
Public Terminal Elevators.....	2,826,241	4,249,493	7,075,734
Interior Terminals.....	71,637	1,436,622	1,508,259
Public Elevators in the East.....	15,658,656	3,336,492	18,995,148
Total.....	18,556,534	9,022,607	27,579,141
<i>December 15, 1916.</i>			
Public Terminal Elevators.....	13,055,239	8,304,919	21,360,158
Interior Terminals.....	691,687	407,161	1,098,848
Public Elevators in the East.....	5,808,904	9,914,677	15,723,581
Total.....	19,555,830	18,626,757	38,182,587
<i>December 17, 1915.</i>			
Public Terminal Elevators.....	9,235,859	4,723,434	13,959,293
Interior Terminals.....	850,966	107,787	958,753
Public Elevators in the East.....	8,280,853	6,672,388	14,953,240
Total.....	18,367,677	11,503,609	29,871,286
<i>December 17, 1914.</i>			
Public Terminal Elevators.....	3,808,259	2,615,118	6,423,377
Interior Terminals.....	1,742,891	876,727	2,619,618
Public Elevators in the East.....	8,812,167	5,077,700	13,889,867
Total.....	14,363,317	8,569,545	22,932,862

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended December 12, 1919.

PUBLIC TERMINAL ELEVATORS.

—	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Receipts. Rail.....	2,277,010	838,320	274,486	47,121	40,039	3,476,976
Shipments—						
Lake.....	3,911,501	624,007	629,600			5,165,108
Rail.....	91,543	173,542	36,159	63,609	2,591	367,444

INTERIOR TERMINAL ELEVATORS.

Receipts. Rail.....	51,621	117,305	16,079	948		185,953
Shipments—						
Rail.....	84,431	89,288	2,086			175,805

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts..... Lake.....	1,954,607	241,455	50,054	40,252	31,751	2,318,119
Shipments—						
Rail.....	2,174,795	308,814	48,726	40,252		2,572,587

LOWER LAKE PORTS.

Receipts..... { Vessel..	28,528	8,547				37,075
Shipments— { Rail.....						
Vessel.....						
Rail.....	13,956	8,279				22,235

ST. LAWRENCE PORTS.

Receipts..... { Vessel..	856	173,006				173,862
Shipments— { Rail....	193,368	9,509	10,434			213,311
Vessel.....						
Rail.....	143,440	37,725	3,422			186,587

SEABOARD PORTS.

Receipts..... Rail.....	1,410,979	85,575	156,317			1,652,871
Shipments—						
Vessel.....	918,469					918,469

TOTAL PUBLIC ELEVATORS IN THE EAST.

Receipts..... { Lake.....	1,955,463	414,461	50,054	40,252	31,751	2,491,981
Shipments— { Rail.....	1,632,875	103,631	166,751			1,903,257
Lake.....	918,469					918,469
Rail.....	2,334,191	354,818	52,148	40,252		2,781,409

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ended December 12, 1919.**

	Rye.	Corn.	Total.
Depot Harbour	242,849		242,849
Canadian Nat. Ry., St. John, N.B.	26,175		26,175
Harbour Commissioners Elevators Nos. 1 and 2.....		2,428	2,428
Total.....	269,024	2,428	271,452

NEW INCORPORATIONS.

Dominion.

Dominion Engineering and Machinery Company, Limited. Incorporators: Linton Hossie Ballantyne, advocate; Francis George Bush, book-keeper; George Robert Drennan, stenographer; Herbert William Jackson and Michael Joseph O'Brien, clerks—all of Montreal. Capital \$3,000,000, divided into 30,000 shares of \$100 each. Chief place of business, Montreal.

Super-Cement (America) Company, Limited. Incorporators: Alexander Smith and William Johnston, barristers-at-law; Edna Pearl Cameron and Irene Helen Doherty, stenographers; and David Pattee Kirby, clerk—all of Ottawa. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Toronto. (Private company.)

Rose-McLaurin, Limited. Incorporators: Arthur Lawrence McLaurin, of Lachine, merchant; Charles Harold Skelton and Reginald Crawford Stevenson, chartered accountants; Arthur Westman Knowles, accountant; and Rena Suzan Knowlton, stenographer—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Lachine.

The Climax Clothing Company, Limited. Incorporators: James Thomas Griffith, manufacturer; Norman Lewis McNaughton, contractor; Margaret McNaughton, housewife; Jessie Mackay, spinster; and Katie Dolan, stenographer—all of Arnprior. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Arnprior.

Allied Drug Company (1919), Limited. Incorporators: Russell Pierce Locke and Howard Addison Hall, barristers-at-law; Rita Hatton and Emma Staples, stenographers; and Mabel Bruce, office clerk—all of Toronto. Capital \$100,000, divided into 10,000 shares of \$10 each. Chief place of business, Toronto.

Harris Wood Products Company, Limited. Incorporators: John Frederick Lucas and Craig Allan St. Clair McKay, barristers-at-law; John Bruce O'Brien, student-at-law; Willis Bertram Sturup, office manager; and Thomas Stewart Hagan Giles, accountant—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

La Compagnie J. A. Laughran, Limited. Incorporators: Francois Lucien Sylvestre, physician; Charles Aime Reeves, architect; Joseph Adelard Laughran, merchant; Charles Milton Knox, superintendent; and Louis Napoleon Paquin, druggist—all of Montreal. Capital \$90,000, divided into 900 shares of \$100 each. Chief place of business, Montreal.

Eastern Cafeterias of Canada, Limited. Incorporators: Henry Acton Fleming, broker; Harloe Macklem Fleming, manager; Edward John Swift, accountant; George

Gordon Plaxton, barrister-at-law; Hazel Loveys, stenographer; and John Gault Kingsmill, financial broker—all of Toronto. Capital \$500,000, divided into 50,000 shares of \$10 each. Chief place of business, Toronto.

John Lennox and Company, Limited. Incorporators: James Chisholm, Thomas Baker McQuesten and Norman Roy Robertson, barristers-at-law; Robert Patterson Anderson and John McCullough Griffith Lennox, merchants—all of Hamilton. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Hamilton.

Ontario.

Lion Tire and Rubber Company. Incorporators: Jacob Henry Greenberg, John D'Alton Bradford and Garnet Lehrle Ord, students-at-law; Marie O'Brien, book-keeper; and Walter George Hammond, patent solicitor—all of Toronto. Capital \$2,500,000, divided into 250,000 shares of \$10 each. Chief place of business, Toronto.

The Canadian Mine Shovel Company, Limited. Incorporators: Charles Baggot Jackes, barrister-at-law; Horace Macpherson Jackes, Hydro electrician; Charles Arthur Jackes, credit clerk; Margaret Amelia Jackes, nurse; and Lucien Gray Ross, real estate agent—all of Toronto. Capital \$100,000, divided into 100,000 shares of \$1 each. Chief place of business, Toronto.

American Hat Company, Limited. Incorporators: Samuel Max Mehr and Lion Davis, solicitors; and Ferne Wright, Ella Grace Frayer, and Myrtle Young, stenographers—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Toronto.

Cowan Hardware, Limited. Incorporators: David James Cowan and James Alfred Cowan, merchants; Emily Florence Cowan, married woman; Chauncey Giles Jarvis, barrister-at-law; and Archibald John Hazelwood, accountant—all of London, Ont. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, London, Ont.

Casper Cloth Company, Limited. Incorporators: Louis Michael Singer, barrister-at-law; Benjamin Luxenberg and John Richard Huffman, students-at-law; Grace Jessie Huffman, stenographer; and Edward Charles Foot, office clerk—all of Toronto. Capital \$60,000, divided into 600 shares of \$100 each. Chief place of business, Toronto.

Dr. Partin Laboratories, Limited. Incorporators: Arthur Lorne Reid, barrister-at-law; Donald Ellswood Lewis, student-at-law; and Irene Rouse, Ethel May Andrews and Lena Norris, stenographers—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

White Rock Mining Company, Limited. Incorporators: William McVittie, gentleman; Charles McCrea and George Joseph Valin, barristers-at-law; and Arthur James Manley and Phyllis Dorrington Knapman, stenographers—all of Sudbury. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Chief place of business, Sudbury.

Dominion Rubber System Housing Co., Limited. Incorporators: John Alexander Martin and Norman Montgomery Davison, manufacturers; Walter Harttung, loan company manager; Harvey James Sims, George Bray and David Graham McIntosh, barristers-at-law; Elias Stephen Playford, accountant; and Elizabeth Wegenast and Nettie Kathleen Howe, stenographers—all of Kitchener. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Kitchener.

Bishop-Barker Aeroplanes, Limited. Incorporators: Thomas Gibson and Joseph Garfield Gibson, barristers-at-law; Henry Charles Draper, student-at-law; Earnest Percy Seon, private secretary; and Mary Edythe Dickey, stenographer—all of Toronto. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Toronto.

Hudson-Porcupine Gold Mines, Limited. Incorporators: David Inglis Grant and Edwin Smily, barristers-at-law; and Walter Doncaster Smith, Vaughan Maclean Howard and Robert Roy McKay, students-at-law—all of Toronto. Capital \$1,500,000, divided into 1,500,000 shares of \$1 each. Chief place of business, Toronto.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

3483. **Agricultural machinery and instruments.**—An important firm at Bilbao, Spain, carrying on considerable business in machinery and instruments for agriculture, are most desirous of getting in touch with Canadian suppliers.

3484. **Reconstruction necessities.**—A firm at The Hague, Holland, would like to get in touch with Canadian concerns in a position to supply materials required for reconstruction in France.

3485. **Abrasive wheels, transmission Machinery and supplies for iron and steel trades.**—An English firm in Barcelona, Spain, would handle the above products provided Canadian prices are competitive.

3486. **Belting.**—A house in Naples, Italy, desire the exclusive agency for central and southern Italy of Canadian firms ready to export balata or leather belting. Dimensions range from 60 to 400 mm.

3487. **Iron and steel bars, gas pipes, bolts, nuts, screws, leather and balata belting.**—A London firm of merchants and manufacturers' representatives seek supplies of iron and steel bars, gas tubes, bolts and nuts, screws, leather and balata belting for the Portuguese, Grecian and Near Eastern markets, and invite offers from Canadian manufacturers.

3488. **Waterproof overcoats.**—A society in Milan, Italy, are in the market for a large quantity of waterproof overcoats of fashionable styles for immediate delivery. Quotations for the supply of 500 or more, assorted shades, delivered c.i.f. Genoa or c.i.f. Antwerp. Full particulars to be sent as to packing with illustrated catalogue.

3489. **Agricultural machinery.**—One of the oldest houses in Spain, with head office at Madrid, importing agricultural machinery and heavy hardware, and which already has done business with Canada, would be glad to treat further with Canadian houses.

3490. **Agency in Brazil.**—A young Canadian of business experience, good education and address, for many years resident in Brazil, who speaks the language, knows the country, and has good business connections, desires to act as resident agent in Brazil for some high-class Canadian manufacturers. Bank references.

3491. **Hardware, etc.**—A high-class English house in Rio de Janeiro desire to appoint in Canada a firm of commission merchants, experienced if possible in the export trade, or an individual to act as their buying agent for the purchase of exclu-

sively Canadian shelf hardware, cutlery, axes, shovels, galvanized iron tubes and fittings, etc. All financing will be undertaken by this Rio de Janeiro firm.

3492. Agency in Brazil.—Above house will be glad to act in Brazil as resident agents for Canadian manufacturers of all classes of hardware mentioned in preceding trade inquiry.

3493. Steamship agency in Brazil.—Above-mentioned house will be glad to undertake the agency in Brazil of any steamship line between Canada and Brazil which may be in contemplation. Their experience in the shipping business is extensive.

3494. Iron and steel bars.—A firm in Naples, Italy, would like to enter into relations with Canadian exporters of iron and steel bars and rods.

3495. Pickled eggs.—A correspondent in Brussels, Belgium, wishes to represent Canadian producers of pickled eggs.

3496. Electrical labour-saving devices, etc.—A London company who are about to commence a campaign with a view to popularizing electrical labour-saving devices and specialties wish to get into touch with Canadian manufacturers of such lines looking for an outlet in the United Kingdom.

3497. Merchandise for the Near Eastern market.—A firm in Eastern Greece who state that they are in a good position to finance such transactions wish to get into touch with Canadian suppliers of all classes of merchandise suitable for the Eastern market. The firm are prepared to place sample orders.

3498. A British house, the head of which was an official representative of the British Government in Siberia for some time, proposes to push trade in Scandinavia, Finland and Southern Russia, and would be glad to secure Canadian agencies. When conditions become more suitable trade will be extended in Russia in Europe and Siberia. The head of this firm had many years' experience in Russia and was the representative of important British interests in Petrograd prior to the revolution. He writes: "We are not only anxious for the big firm's business; if there are small firms making a good article, but not having marketing facilities, we should be equally glad to look after them."

3499. Opticians' supplies.—A Manchester firm with multiple establishments are open to import gold or gold-filled eyeglass chains, eyeglass mounts, gold and gold-filled spectacle frames, rimless eyeglass fittings, lenses and general spectacle material.

3500. Wire nails.—A Manchester firm are open to purchase large quantities of wire nails.

3501. Bolts and nuts.—A West Bromwich firm are open to import in lots of 2,500 gross, black cup sq. Whitworth cut threads, assorted sizes, $\frac{1}{4}$ -inch, $\frac{5}{16}$ -inch and $\frac{3}{8}$ -inch. Samples should accompany prices delivered Liverpool or Bristol.

3502. Sweaters.—A Manchester firm are open to represent manufacturers of sweaters.

3503. Gloves.—A Manchester firm inquire for manufacturers of gloves open to appoint an agent.

3504. Hardware, jewellers' and soft goods, groceries.—A firm of manufacturers' agents already representing a number of important American and European manufacturers in Australia wish to be placed in touch with manufacturers of the above goods who may be desirous of catering to the Australian trade.

3506. Food products.—A firm in Nice, France, wish to be placed in touch with Canadian exporters of food products.

3507. Alimentary products.—A representative of a firm in Paris, France, now travelling in Canada wishes to get in touch with Canadian manufacturers of food products who are willing to deal on a large scale with France and Europe with the object of establishing regular trade connections with them.

3508. Meat packing-house by-products.—A firm in Osaka, Japan, manufacturing buttons and brushes, wish to be placed in touch with meat packers and firms exporting meat packing-house by-products.

3509. **General agency.**—A gentleman in San Pedro de Macoris, San Domingo, wishes to be placed in touch with Canadian manufacturers shipping to that country, with a view to representing them.

3510. **Lyons Fair representation.**—A Canadian manufacturers' agent leaving for France at the end of January to attend the Exhibition at Lyons, France, wishes to represent Canadian manufacturers of handles and food products at the Fair with a view to securing their agency for France.

3511. **Agency.**—Inquiry is made on behalf of a person who has returned to England from the West Indies because of the climate, who has extensive connections and thorough knowledge of trade conditions in West Indian colonies, is connected with one of the largest British sugar firms with high personal financial standing, and is in a position to handle some Canadian agencies to advantage.

3512. **Tea box shooks, floor and ceiling boards.**—A firm in Colombo, Ceylon, wish to be placed in touch with a good firm interested in the export of tea box shooks and pine floor and ceiling boards. For particulars apply to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

3513. **General agency.**—A firm in Greece wish to be placed in touch with Canadian exporters of barley, oats, flour, canned foods and biscuits, salmon, herrings, meats of all kinds, newsprint, papers for books, ledgers, shoes, waterproofs, varnishes, nails, saws, kitchen utensils, woollen goods and men's clothes. They would be obliged if Canadian concerns would communicate with them and inform them of the conditions of payment and the dates on which they would be able to ship goods.

3514. A correspondent at Southampton, England, desires to enter into business relations with Canadian flour-milling firms.

3515. A London firm of import and export merchants desire to secure supplies of Canadian jams and canned goods.

3516. **Automobiles.**—An Australian correspondent at present in London is shortly returning home via Canada and would like to interview automobile manufacturers seeking business in Australia.

3517. **Apples.**—A firm in the English Midlands ask for names of Canadian shippers of apples.

3518. **Flour.**—A London firm desire to get into touch with Canadian milling firms in a position to supply flour for shipment to Greece.

BONUS TO BUILDERS UNDER THE BRITISH GOVERNMENT'S HOUSING SCHEME.

Important alterations have been announced under the British Government's housing scheme. Under the scheme as amended any private builder or person erecting houses which conform to certain regulations will be entitled to a subsidy of so much per cubic foot, not exceeding £150 in all for each house; and there are to be opportunities also for the purchase of raw materials direct from the Government.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 R.S.—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 R.S.—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 R.S.—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 R.S.—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 R.S.—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 R.S.—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 R.S.—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 R.S.—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 R.S.—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 R.S.—Lieutenant-Colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 R.S.—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 **R.S.**—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 **R.S.**—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 **R.S. Hardware and woodenware.**—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 **R.S. Steel and iron products, machinery, etc.**—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 **R.S.**—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 **R.S.**—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 **R.S.**—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 **R.S.**—A Canadian warrant officer (Class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S. Agencies in China.**—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S. Agencies.**—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25 **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.** A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30 **R.S.** Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31 **R.S. Machinery, clothing, foodstuffs.**—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32. **R.S.** Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.** Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

34 **R.S.**—A Danish-Canadian, who served in the Canadian army in France for four years, would like to secure agencies for Canadian manufacturers desiring to export to Denmark, Sweden and Norway. He speaks English, Danish, Norwegian, Swedish, Russian and German. Spent six and a half years in Copenhagen before coming to Canada.

35 **R.S.**—A demobilized Canadian officer who is returning early in November to Dublin, Ireland, where he is in partnership with one of the leading manufacturers' agents, desires to obtain for his firm connections with Canadian manufacturers.

36 **R.S.**—Former officer in the C.E.F. who has an excellent pre-war connection with grocers, wine dealers, co-operative stores and druggists in London, England, and in Belgium, is desirous of acting as resident sales representative for detail work in districts named. Salary on commission basis. Fluent in languages, excellent references, and able to show results. Would introduce new lines or work up lines for a firm already represented by agents.

37 **R.S.**—Representation in India and Egypt.—A returned Canadian officer of the Indian Army Reserve, with four years' service in France, India, Egypt, and Palestine, would like to communicate with exporters wishing to sell goods in India and Egypt. He can speak Hindustani and has good knowledge of Indian customs and the business cities of India. Is also familiar with conditions in Egypt and Palestine.

39 **R.S.**—A Canadian officer, who during the war served with the Polish army, wishes to represent a number of Canadian firms in Poland. He has already been invited by Polish officials to establish business in Warsaw and would later be able to do business with Russia. He is well acquainted with Premier Paderewski.

40 **R.S.**—Biscuits, jams, confectionery and extracts.—A soldier who served overseas with the Canadian army and who is well connected in Newfoundland, desires to represent Canadian manufacturers of biscuits, jams, confectionery and extracts.

41 **R.S.**—A Canadian lieutenant (five years' service) has established an office in Paris, and would like to get in touch with Canadian manufacturers of building materials of every sort. He is well connected and can give good references.

42 **R.S.**—A returned officer is making up shipments of samples and catalogues to send to his principals, an important Anglo-Russian firm, and would be glad to receive same from manufacturers or to communicate with them in this connection.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From St. John.

WEST ST. JOHN TO LIVERPOOL.

Empress of France, C.P.O.S. Lines, about December 22; *Scandinavian*, C.P.O.S. Lines, about December 31; *Metagama*, C.P.O.S. Lines, about January 10.

WEST ST. JOHN TO LONDON.

Sicilian, C.P.O.S.-Furness Lines (C.P.O.S.), about December 23; *Cornish Point*, C.P.O.S.-Furness Lines (Furness), about December 27; *Tunisian*, C.P.O.S.-Furness Lines (C.P.O.S.), about December 29.

WEST ST. JOHN TO ANTWERP.

War Beryl, C.P.O.S.-Furness Lines (C.P.O.S.), about December 24.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Venusia, Cunard Line, about December 31; *Sardinian*, C.P.O.S. Lines, about January 2.

WEST ST. JOHN TO NORWEGIAN PORTS AND COPENHAGEN.

Drammensfjord, Norwegian-American Lines, C.P.O.S., agents, about January 5.

WEST ST. JOHN TO MANCHESTER.

Manchester Importer, Manchester Liners, about December 28; *Manchester Mariner*, Manchester Liners, about January 7; *Manchester Division*, Manchester Liners, about January 16.

WEST ST. JOHN TO HAVRE (FRANCE).

Lord Dufferin, Compagnie Canadienne Transatlantique, Limitée (Canada Steamship Lines, agents), about January 14.

Georgie, Compagnie Canadienne Transatlantique, Limitée (Canada Steamship Lines, agents), about January 20.

WEST ST. JOHN TO DUBLIN.

Ramore Head, Head Line, about December 25.

WEST ST. JOHN TO ST. NAZAIRE (FRANCE).

Alston, Marine Navigation Co., about December 25.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, *Port Elizabeth*, *East London*, *Durban*, *Delagoa Bay*.
New Brighton, Elder-Dempster Line, about January 10.

WEST ST. JOHN TO AUSTRALASIAN PORTS.

Melbourne, *Sydney*, *Auckland*, *Wellington*, *Timaru*, and *Lyttleton*.
Orari, New Zealand S.S. Company, about December 30.

ST. JOHN TO LIVERPOOL.

Canadian Voyageur, Canadian Government Merchant Marine, Limited, about January 8.

ST. JOHN TO BARBADOS, TRINIDAD, DEMERARA AND B.W.I.

Chaleur, Royal Mail Steam Packet Co., December 28.

ST. JOHN TO KINGSTON, JAMAICA, AND HAVANA, CUBA.

Canadian Warrior, Canadian Government Merchant Marine, Limited, about December 30.

From Halifax.

HALIFAX TO LIVERPOOL.

Canadian Miller, Canadian Government Merchant Marine, Limited, about January 5.

HALIFAX TO GLASGOW.

Canadian Trooper, Canadian Government Merchant Marine, Limited, about December 24.

HALIFAX TO HAVANA, CUBA.

Canadian Sailor, Canadian Government Merchant Marine, Limited, about December 25.

HALIFAX TO BARBADOS, TRINIDAD AND DEMERARA.

Chaudiere, Royal Mail Steam Packet Co., December 26; *Canadian Gunner*, Canadian Government Merchant Marine, Limited, about January 18.

HALIFAX TO SANTIAGO, CUBA, AND KINGSTON, JAMAICA.

Amanda, Pickford and Black, about December 25.

From Victoria.

VICTORIA TO YOKOHAMA.

Africa Maru, Osaka Chosen Kaisha, about December 30.

VICTORIA TO KOBE, HONG KONG AND MANILA.

Protesilaus, Blue Funnel Line, about December 27; *Tyndareus*, Blue Funnel Line, about January 21.

From Vancouver.

VANCOUVER AND VICTORIA TO KOBE, HONG KONG AND MANILA.

Tyndareus, Blue Funnel Line, about January 11 (Victoria, January 21).

VANCOUVER TO SYDNEY, MELBOURNE, WELLINGTON AND AUCKLAND.

Canadian Importer, Canadian Government Merchant Marine, Limited, about January 15.

VANCOUVER TO MARSEILLES, GENOA AND MEDITERRANEAN PORTS.

Mont Cervin, Dingwall, Cotts & Co., agents, about January 15.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian Royal Mail Line, about January 24.

VANCOUVER TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Empress of Asia, C.P.O.S. Line, about December 25.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA.

Melville Dollar, Canadian Robert Dollar Co., about January 25.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "the Deputy Minister, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

- Annuaire du Canada, 1905, 1907, 1910, 1912, 1914.
 Annual Report on Reforms and Progress in Chosen (Korea), 1911-12.
 Appendix to the 47th Volume of the Journal of Legislative Assembly of Ontario, 1913.
 Analytical Index of Customs Tariff, 1893.
 Census of Canada, 1880-81 Volume 3; 1890-91 Volume 1; 1890-91 Vol. 2; 1890-91, Volume 3; 1890-91, Volume 4; 1901, Volume 2; 1901, Volume 3, Manufactures; 1901, Volume 1, Miscellaneous Statistics; 1911, Volume 5, Forest, Fishery, Fur, etc.; 1911, Volume 6, Occupations.
 Census of Industry, 1917, Part 1, Agricultural Statistics; Part 4, Lumber, Lath, Shingles; Part 4, Section 4, Pulp and Paper.
 Census of Manitoba, 1885-86.
 Census of Manufacturers, 1916.
 Census of the Northwest, 1885.
 Census of Northwest Provinces, Population and Agriculture, 1906.
 Census of Prairie Provinces, Population and Agriculture, 1916.
 Census and Statistics Monthly, Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-1916.
 Criminal Statistics, 1914.
 Colonial Conference, 1894.
 Civil Service List, 1905.
 Commercial Organic Analysis (Allen).
 Despatches between British Government and Ambassadors respecting the European War.
 Export Directory of Canada, 1915.
 Export Trade from the Port of Montreal, 1916.
 Final Report of the Fuel Controller, 1919.
 German War and Its Relation to Canadian Trade.
 Grain Inspection in Canada.
 Handbook for Export to South America.
 Handbook of Jamaica, 1891-92.
 Imperial Year Book, 1917-18.
 Index to Debates, House of Commons, Session 1916.
 Journal of the Bath and West and Southern Counties Society, 1906-7.
 Journal of Legislative Assembly of Manitoba.
 List of Flour Mills in Canada, 1919.
 Lovell's Law Annual, 1910.
 Liquor License Act of Ontario, 1891.
 Public Accounts, 1882, 1883, 1884, 1885, 1887, 1889, 1892, 1893-94, 1895-96, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910.
 Public General Acts, 1908.
 Proclamations, Orders in Council and Documents relating to the European War.
 Report of the Directors of the Port of Boston, 1912.
 Revised Statutes of Ontario, 1897.
 Report of the Special Trade Commission to Great Britain, France and Italy.
 Rapport de la Mission Economique Canadienne en Grande Bretagne, en France et en Italie.
 Statutes of Canada, 1892.
 Statutes of Quebec, 1910.
 Statutes of Ontario, 1904.
 Sessional Papers, 1879.
 Trade after the War.
 Trade with South China.
 Trial Shipments of Bulk Wheat by Panama Canal to the United Kingdom.
 Timber Import Trade of Australia.
 Votes and Proceedings of House of Commons, 1911-12.
 Wholesale Prices in Canada, 1890-1909, 1906-1911, 1910, 1913, 1914.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

H. R. Pousette, Acting Canadian Government Trade Commissioner, Aleutskaja No. 11, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia) 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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DECEMBER 29, 1919

No. 830
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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Port of Genoa. (See page 1374.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, December 29, 1919.

No. 830

MARKET FOR MICA IN THE BRISTOL DISTRICT.

TRADE COMMISSIONER NORMAN D. JOHNSTON.

Bristol, November 20, 1919.—A great many firms in this district, especially in Birmingham, are engaged in the manufacture of electrical apparatus, but practically all of their supplies of mica are bought through brokers or importing merchants situated in other parts of the United Kingdom, who buy at the auctions or by private treaty. It has therefore been very difficult to obtain first-hand information as to the market for Canadian mica and the best methods of increasing its sale.

The trade returns show that out of a total importation into the United Kingdom in 1918 of 72,383 cwt. (112 pounds), with a value of £676,515, Canada only supplied 480 cwt., with a value of £8,990, which was a decrease in quantity as compared with 1915, when Canada was the source of supply for 1,864 cwt., with a value of only £6,061. These figures will also indicate the rise in prices since 1915. India, on the other hand, has shown a capacity to take advantage of the large demand occasioned by the greater needs during the war on account of the increased expansion in the manufacture and use of electrical apparatus and machinery. The imports from India have risen from 29,534 cwt., with a value of £92,119, in 1915, to 66,401 cwt., with a value of £603,348, in 1918.

CARE IN GRADING, TRIMMING, ETC.

In the past a preference has been shown by importers for Indian white mica, as great care has been taken in grading and trimming, and they can therefore depend on the quality. The low prices of Indian mica have also been a keen factor in establishing this trade. Many firms are, however, realizing the good qualities of Canadian amber mica and have found that, where previously it was thought that Indian mica only was suitable, Canadian mica could be used with the best results. If Canadians will take greater care in splitting, trimming and grading so that those pieces are thrown out which have cracks or flaws, are cross-grained or wavy, are not smooth and flat, or will not split freely, there seems to be no reason why Canada should not be the source of supply for very large quantities of mica. The grading should be such that only pieces of uniform quality should be packed in a case. In the past many of the above particulars have been neglected, which has brought results detrimental to the trade.

The greatest demand seems to be for light-coloured mica in grades from 1 by 3 upwards.

REQUIREMENTS OF THE MARKET.

While a great many firms use mica in the process of their manufacture which, aggregated together, amount to large quantities, the single requirements of a large proportion of these concerns are not large enough to warrant direct importation, and they therefore buy through the brokers or importing merchants. If an extensive business is therefore desired it would seem to be best to deal through these people or to appoint an agent who could approach all the manufacturing concerns using mica in their business.

In investigating the market, however, certain firms have expressed a desire to import as per the following:—

1. "We should be pleased to be put in touch with Canadian firms who are in a position to supply our needs. We inclose herewith two samples of mica which we are at present buying from mica merchants in this country, who supply it to us ready cut to size. We, however, are prepared to purchase it in the slab state as usually imported and cut it to our own requirements. As regards quantities, we can take it in lots of half a ton at a time in various sizes. We assume that mica is usually imported in cases from Canada approximately 1 cwt. (112 pounds) each and graded, so that mica contained in any one case would be within certain limits of size. The sizes we use most are approximately 5-inch by 1½-inch and 2½-inch by 6-inch."

The samples referred to have been forwarded to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

2. "Our requirements are rather small and we only use approximately about two tons of mica rough trimmed to cut about 2½ inches by 3½ inches, similar to sample, which we enclose herewith. We have been in the habit of purchasing this through London importers. We might add, however, that we use manufactured mica in various forms, but this of course is generally obtained from British manufacturers of micanite, etc."

These samples have also been forwarded to Ottawa.

3. "We are users of mica but not direct importers, and naturally being in the electrical industry we find it an indispensable article, which unfortunately has increased very much in price of late, and certainly if arrangements can be made to import this from Canada and supply good material at a reasonable price there should be an unlimited sale in this country."

4. "We are considerable users of mica, and up to now have had no difficulty in getting our demands satisfied in England. We should, however, be pleased to import it provided it can be sent either cut to our requirements or in finished sheets. It is very difficult to give any definite information as to our requirements as these are so variable, but it may be taken generally that at one time or another we are in the market for mica for every electrical purpose."

5. "We beg to say that we have not imported mica from Canada up to the present, although we purchase it and re-sell it wholesale for use in the electrical trade. We buy in cases in various sizes, the maximum size being about 8 inches by 3 inches, and it must be suitable for electrical purposes. The sizes we use vary from about 1 inch wide up to 3 inches wide and from about 3 inches in length to 6 inches in length. As a rule we use green spotted mica or clear. We should not buy more than one dozen or twenty cases at a time. We should be prepared to import it direct if we could find a suitable market in which to purchase."

6. "Though at the present time the quantity we handle of this substance would not justify our importing, yet we might consider the question of doing this if the terms presented were favourable."

7. "We use mica for the purpose of electric insulation for commutators, etc. We hardly think it would at present pay us to import direct as we are using very small quantities, but expect to considerably increase the amount of mica that we use during the next six months. We use mostly hard mica and micanite."

8. "It is rather difficult to give you any idea of our requirements, but if you will put us in touch with Canadian exporters we can deal with them as to sizes, quantity, etc."

9. "We have not been in the habit of importing mica ourselves as we have always dealt with English merchants, who have been able to supply us with the various sizes that we have required. As our firm is not a very large one, we

doubt whether it would pay us on the whole to deal direct with a Canadian firm, the quantity of each size and quality being comparatively small. In the majority of cases we are using micanite. We do not issue any definite specifications when buying mica as the usual practice is for the importers to submit a sample out of the different lots which they receive and we buy as we require on this basis. This applies to the pure mica. The largest pure mica that we buy is $3\frac{3}{8}$ inches by $1\frac{5}{8}$ inch by 030 thick. For our larger commutators we use commutator micanite or amborite, which we buy in sheets about 3 feet by 2 feet; the price of course varying all the time. At the present time we are paying about 7s. per pound for sheet micanite. As regards micanite end rings, the price varies absolutely to the size of the rings, and we do not think we could give you any very useful information on this head. We are also buying micanite splittings for making up insulation sheets, and we also use 015 flexible micanite. We believe that the majority of the mica that we use is Indian."

10. "We use a considerable amount of mica which we obtain from a London firm."

Many other firms have been communicated with, but they preferred to buy through the usual importing houses.

Any Canadian firms interested in supplying mica to any of the above concerns can obtain the names on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa (quoting File No. 22304).

EFFECT OF A JUDICIAL DECISION ON IMPORT PROHIBITION IN THE UNITED KINGDOM.

The Canadian Trade Commission has received a cablegram from the Canadian Mission in London, under date of December 20, as follows:—

"Curious position has arisen here in regard to prohibited imports mentioned in pages 262 and 263 of *Board of Trade Journal*, August 28. Prohibition was based on Customs Act of 1876. Courts have now decided that Act applies only to war materials, and Board of Trade therefore are allowing importation of all articles pending either reversal of decision in Court of Appeal or legislative action. Net effect is almost complete abolition of import restrictions for the time being."

This decision has very little effect on Canada. In respect of other countries the commodities affected are those covered by what is called the British key industries, which may be summarized as follows: All derivatives of coal tar; synthetic drugs; optical glass, including lenses, prisms and like optical devices; scientific glassware, illuminating glassware, laboratory porcelain, scientific and optical instruments, potassium compounds, tungsten powder and ferro-tungsten, zinc oxide, lithopone, thorium nitrate, gas mantles and mantle rings, magnetos, hosiery needles (latch), gauges.

In addition to the key industries, hops have been a restricted import, and opium and cocaine are restricted imports in accordance with the peace treaty.

REGISTRATION OF PATENTS, TRADE MARKS, AND DESIGNS IN POLAND.

(*British Board of Trade Journal*.)

A telegram has been received by the Foreign Office from His Majesty's representatives at Warsaw stating that the period of registration in respect of rights in industrial property acquired in different parts of Poland under documents issued by the patent offices of states to which such parts of Poland were formerly subject has been extended until June 30, 1920.

In this connection, attention is directed to the notice which appeared in the issue of the *Journal* dated June 5, 1919.

RESTRICTED AUSTRALIAN IMPORTS.

ACTING TRADE COMMISSIONER C. HARTLETT.

Melbourne, November 11, 1919.—A proclamation has been issued by the Commonwealth Minister for Trade and Customs under date of November 1, which prohibits the importation into Australia of certain goods except under license.

The goods the importation of which is restricted by the proclamation are as follows:—

Absolute alcohol, amylie alcohol, collodion, sulphuric ether, anaesthetic ethers, ethyl acetate, cocoa and chocolate (potable), rennet, muntz or yellow metal, nickel silver, German silver, Britannia metal (sheets), bronze and gun metal (bars, rods and ingots), gilding metal (sheets), antimony (star), antimonial and lead compounds (type and linotype metal, antifriction and plastic metals), brass (angles and tees, bars and rods, pipes and tubes, plate, sheet and strip), copper (angles and tees, bars and rods, pipes and tubes, plate, sheet and strip, wire), phosphor copper (bars, rods and ingots), zinc and spelter (bar and ingot), railway and tramway materials (rails, fish plates and fish bolts, tie plates and rods, switches, points, crossings and intersections), beams, channels, girders and joists (rolled iron or steel), manganese or chrome steel, parts of grinding, crushing or pulverizing machinery, accumulators or storage batteries, electrical wire (cotton-covered), collapsible tubes, pig-iron, ingots, blooms and billets, bars and rods (iron and steel), angles and tees (iron and steel), high-speed tool steel (bars, rods and ingots), oils, coal tar (benzol, naphtha solvent, naphtha heavy), paints and colours (white lead, dry; kalsomine, water paints and distempers in powder form, white lead in oil, paint ground in liquid in packages over 14 pounds), plaster of Paris, carbolic acid, cresylic acid, crude creosote and crude tar oils, naphthaline crude, naphthaline (n.e.i.), arsenate of calcium, arsenate of lead, arsenite of soda, arsenite of zinc, carbolic disinfectants, sodium hyposulphite, arsenic, arsenate of soda, arsenic sulphide, ethyl chloride, sodium sulphate (Glauber's salts), bacteriological products and sera, veneers (3-ply), strawboard frames for side cars in sets, wheels (steel and steel rimmed) for use on railways and tramways, including tires, axles and other parts for such wheels, panels and mudguards for motor-cars, yarns (hosiery).

The primary object of this action is stated by the minister to be the protection of a number of industries which were born or largely developed during the war, until it is possible to give them adequate protection by means of the new tariff which it is understood will be one of the first measures dealt with when Parliament meets early in the coming year. It is further stated that the list is only tentative and provisional and that it may be found necessary to make alterations from time to time. Applicants for licenses are required to furnish a statement in duplicate showing the quantity and value of goods specified in the proclamation which have been imported by them during the two years ended June 30, 1919. The statement must also show the numbers and dates of the import entries on which the goods were cleared for home consumption and be accompanied by a statutory declaration certifying to the correctness of the information.

The issue of licenses will be based on Australian requirements and the extent of local production, but one will be granted in every case where it is established that the goods were actually in transit before the 1st November, the date on which the proclamation was issued.

AUSTRALIAN REQUIREMENTS IN 3-PLY LUMBER.

The following letter received at the office of the Canadian Trade Commissioner at Melbourne, from an Australian importer of 3-ply lumber, is of interest to Canadian manufacturers:—

“We have considerable experience with 3-ply timbers for many years past, and we find that 72-inch by 36-inch by $\frac{1}{2}$ -inch and $\frac{3}{4}$ -inch are the most suitable sizes, and we feel sure that if the Canadian manufacturers can make a cheap 3-ply in these sizes, either in cottonwood or any other cheap timber, that considerable business could be done in this country.

“We might mention that we have for some years past been handling the cottonwood 3-ply from Canada, but have not been able to get sufficient supplies at reasonable prices, nor have we been able to get the sizes which we mention, as our suppliers insisted on us taking a range of sizes of 60-inch by 36-inch to 66-inch by 42-inch. While we have found these sizes not altogether unsuitable, we cannot too strongly recommend you to impress upon your manufacturers the necessity of quoting for the particular size asked for, that is 72-inch by 36-inch, and if they are prepared to do this, we would be able to handle some millions of feet each year.

“Regarding quality we understand that the cottonwood 3-ply is manufactured in four grades, and we find that the third and fourth grades are the most suitable here, because the price is more reasonable than the higher grades.”

THE BRITISH PREFERENTIAL TARIFF.

The following notice to importers in Great Britain and Ireland and to exporters in British overseas dominions issued by the Custom House, London, in reference to preferential duties of customs in Great Britain and Ireland on goods consigned from and grown, produced or manufactured in the British Empire, gives a clearer statement of the regulations than the one published in *Weekly Bulletin* No. 814:—

1. With a view to conferring a preference in the case of Empire products the duties of customs on the goods specified in appendix A will, in accordance with section 8 of the Finance Act, 1919, be charged on and after the 1st September next* at the reduced rates shown in the second column of that appendix, provided the goods are shown to the satisfaction of the Commissioners of Customs and Excise to have been (1) consigned from, and (2) grown, produced, or manufactured in, the British Empire. The “British Empire” for this purpose means all British dominions outside Great Britain and Ireland, including British India and Indian native states, and all British protectorates. Any territories which may subsequently come under His Majesty’s protection, or in respect of which a mandate of the League of Nations may be exercised by the Government of any part of His Majesty’s dominions, may be included by Order in Council.

2. Goods shall not be deemed to have been manufactured in the British Empire unless such proportion of their value as is prescribed by regulations made by the Board of Trade (printed as Appendix B) is the result of labour within the British Empire. This proportion has for the present been fixed at 25 per cent of the factory or works cost to the manufacturer for all manufactured articles except manufactured tobacco, refined sugar, molasses, and other extracts of sugar, for which the proportion is fixed at 5 per cent (but see paragraph 3).

Each article is to be considered separately in applying the percentage test. The factors which may be taken into account in arriving at the total value and the proportion of Empire labour are laid down in regulations 4 and 5 (Appendix B).

3. Where the Board of Trade is satisfied as respects any class of goods to which the preferential rates apply that those articles are to a considerable extent manufac-

* In the case of tea the preferential duty has been in force since the 2nd June.

tured in the British Empire from material which is not wholly grown or produced in the Empire, the board may by order direct that the preferential rate shall be charged only in respect of such proportion of those goods as corresponds to the proportion of dutiable material used in their manufacture which is shown to have been grown or produced in the Empire.

This provision has been applied by order of the Board of Trade (Appendix C) to manufactured tobacco, refined sugar, syrup, molasses, and other extracts of sugar. It is in view of this limitation that the percentage under paragraph 2 has been fixed as low as 5 per cent for these articles, the combined effect of the two rules being to allow preference where any of these articles are the result of an appreciable amount of Empire labour, but to confine it to the extent to which the finished article is the result of Empire material.

4. The dutiable articles which for the purpose of charging the preferential rate are considered as manufactured articles are:—

Refined sugar.

Manufactured goods containing sugar or cocoa.

Manufactured goods containing spirits, e.g., pomades, varnishes, dyes, etc.
Glucose.

Syrup, molasses, and other extracts of sugar.

Saccharin.

Manufactured tobacco.

Cinematograph films.

Motor-cars, parts, accessories, etc.

Musical instruments, parts, accessories, etc.

Clocks, watches, etc.

All other goods will be regarded as growth or produce. The term refined sugar means sugar which has passed through a refinery.

5. Where goods are manufactured in a bonded factory in Great Britain or Ireland from dutiable material shown to the satisfaction of the Commissioners of Customs and Excise to have been consigned from, and grown, or produced, in the British Empire, the duty on the manufactured goods shall, to the extent to which they are shown to have been manufactured out of such material, be charged at the preferential rate.

This provision applies to sugar refiners and tobacco manufacturers who work in bond.

6. In the case of goods which are imported on and after the 1st September, the preferential rate of duty must be claimed by the importer at the time of making entry. He should be prepared to substantiate the declarations on the entry that the goods were (1) consigned from and (2) were the growth, production or manufacture of a part of the British Empire, by means of a certificate of origin in the approved form. He must also, if called upon to do so by the collector of customs and excise, produce any other evidence of origin such as the supplier's invoice, bill of lading, etc.

7. The certificate of origin must be given by the British overseas grower, producer, or supplier (Appendix D), or manufacturer (Appendix E). In the case of refined sugar, molasses and other extracts of sugar, or manufactured tobacco, an amplified certificate (Appendix F) giving also the proportion of Empire-produced dutiable material must be given by the manufacturer or refiner. Where the principal certificate is not given by the actual exporter an additional certificate from the latter is required (see additional forms in Appendices D, E and F). If the collector is satisfied by the production of the certificate or certificates he will forthwith admit the goods to entry as entitled to the preferential rate. The collector may, in any case of doubt or of an incomplete or informal certificate, call for the production of invoices, bills of lading, or any such further evidence as he may require, but pending the production of such evidence he may, unless he has reason to suspect an attempt at fraud, allow delivery of the goods on deposit of the full rate of duty, subject to adjustment if and when he is satisfied that the preferential rate is applicable. In the case of goods entered to be

warehoused the collector may allow the goods to be deposited in warehouse, pending settlement of the rate of duty to which they may be decided to be liable.

8. The preferential rates will apply in the case of dutiable goods entered for warehousing, or already in bond, before the 1st September, and the particulars of consignment and origin as recorded in the official accounts will usually be accepted. The same rule will be applied in respect of Empire and non-Empire goods blended or put together in bond before the 1st September. In the case of blends duty will be charged at preferential rates on the proportion of Empire goods shown to be contained therein. It must be understood that where the official records are not sufficient to establish Empire consignment and origin, the onus of proof in all cases rests by law on the importer.

9. As regards goods which were in course of transit prior to the issue of this notice, certificates of origin will not be pressed for if other satisfactory proof of Empire origin is forthcoming (see paragraph 6).

10. In the case of Empire goods which have been transhipped en route, or have been shipped from a foreign port after overland transit from the Empire country of origin, the importer at the time of making entry will be required to produce the through bill of lading or railway consignment note from the country of production in support of the certificate of origin. Where a through bill of lading or consignment note is not available, the local bill of lading or consignment note from the original point of origin and certificate of arrival or landing at, and exportation from, the port of transhipment, will be required. Such certificates are to be signed by the proper colonial or foreign customs officer at the port of transhipment, and in the case of the latter, the signature must be viséd by the British consular authority.

11. In the case of post parcels arriving from a part of the Empire, if the contents are not merchandise for sale and do not exceed £10 in value for any one addressee, the following short form of certificate will, in the absence of ground for suspicion, be accepted as satisfactory evidence of origin for charging the preferential rate of duty except in the case of manufactured tobacco, refined sugar, syrup, etc.:—

“The contents of this package are not merchandise for sale, and every dutiable article herein is the growth or produce, or, if a manufactured article, is to the extent of at least one-fourth of its present value bona fide the manufacture of (Empire country of origin).”

All other post parcels, including all parcels containing manufactured tobacco, refined sugars, syrup, etc., will be subject to the ordinary rules of evidence of origin applicable to merchandise generally as set out in the earlier part of this notice.

Custom House, London, E.C.
August, 1919.

Appendices.
APPENDIX A.

SCHEDULE OF PREFERENTIAL RATES.

<i>Goods.</i>	<i>Rate of Duty.</i>
Tea	Five-sixths of the full rate.
Cocoa	
Coffee	
Chicory	
Currants	
Dried or preserved fruit (figs and fig cake, plums commonly called French plums and prunelloes, prunes, all other dried or pre- served plums and raisins).	
Sugar	
Glucose	
Molasses	
Saccharin	
Motor spirit	
Tobacco	

SCHEDULE OF PREFERENTIAL RATES—*Continued.*

Articles chargeable with the new import duties imposed by S. 12 of the Finance (No. 2) Act, 1915, viz.:—Motor cars, etc., and parts thereof, musical instruments and parts thereof, clocks, watches and parts thereof, and cinematograph films. } Two-thirds of the full rate.

Wine—

Not exceeding 30° of proof spirit. Sixty per cent of the full rate.
Exceeding 30° of proof spirit. Sixty-six and two-thirds per cent of the full rate.

Additional duty on sparkling wine in bottle. Seventy per cent of the full rate.

Additional duty on still wine in bottle. Fifty per cent of the full rate.

	Preferential Rates.						Full Rates.					
	In cask.			In bottle.			In cask.			In bottle.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Spirits—												
For every gallon computed at proof of—												
Brandy or rum	2	10	4	2	11	4	2	12	10	2	13	10
Imitation rum or Geneva.	2	10	5	2	11	5	2	12	11	2	13	11
Unsweetened spirits other than those already enumerated.	2	10	5	2	10	5	2	12	11	2	12	11
For every gallon of perfumed spirits.	4	0	2	4	1	2	4	4	2	4	5	2
For every gallon of liqueurs, cordials, mixtures and other preparations in bottles entered in such manner as to indicate that the strength is not to be tested. . . . .	.....			3	8	10	.....			3	12	2
For every gallon computed at proof of spirits of any description not heretofore mentioned including naphtha and methylic alcohol purified so as to be potable, and mixtures and preparations containing spirit.	2	10	5	2	11	5	2	12	11	2	13	11

APPENDIX B.

STATUTORY RULES AND ORDERS, 1919.

*Imperial Preference.*REGULATIONS AS TO THE PROPORTION OF VALUE RESULTING FROM LABOUR WITHIN THE
BRITISH EMPIRE.

In pursuance of Section 8 of the Finance Act, 1919, the Board of Trade hereby make the following regulations:—

(1) Save as hereinafter provided, goods shall not be deemed for the purpose of Section 8 of the Finance Act, 1919, to have been manufactured in the British Empire unless at least 25 per cent of their total value is the result of labour within the British Empire.

(2) In the case of those classes of goods in respect of which an order has been made by the Board of Trade under Section 8, Subsection (2) of the Finance Act, 1919, no part of the goods shall be deemed to have been manufactured in the British Empire unless at least 5 per cent of the total value of the goods is the result of labour within the British Empire.

(3) Where a number of separate articles are included in one parcel or shipment, each and every article shall be considered separately for the purpose of calculating the proportion of value due to labour within the Empire.

(4) For the purposes of these regulations the total value of an article shall be its cost to the manufacturer at the factory or works and shall include the

value of containers and other forms of interior packing ordinarily sold with the article when it is sold retail, but shall not include the manufacturer's or exporter's profit or the cost of exterior packing, carriage to port and other charges incidental to the export of the goods subsequent to their manufacture.

(5) In calculating the proportion of value which is the result of labour within the British Empire there may be included under the head of labour, the cost to the manufacturer of any materials of purely Empire origin entering into the composition of the article [including the interior packing specified in Regulation (4)], the cost of manufacture including wages, proportion of fuel, supervision and other factory expenses, and the cost of the labour of packing for retail sale.

The following may not be included in the proportion of value which is the result of Empire labour, namely, any materials or interior packings not entirely of Empire origin, manufacturer's profit or the profit or remuneration of any trader, agent, broker or other person dealing in the article in its finished condition, the expenses of placing the goods in outside packages for export and the cost of such packages, transportation charges, insurance and any other charges for services after the goods leave the place of production or manufacture.

(6) Any question arising on the interpretation of these regulations shall be referred to the Board of Trade, whose decision shall be final.

Dated this 6th day of August, 1919.

Signed by order of the Board of Trade.

S. J. CHAPMAN,
Assistant Secretary.

Board of Trade,
London, S.W. 1.

APPENDIX C.

STATUTORY RULES AND ORDERS, 1919.

Imperial Preference.

ORDER RELATING TO SUGAR AND TOBACCO.

In pursuance of section 8 of the Finance Act, 1919, the Board of Trade, being satisfied that refined sugar, molasses and extracts from sugar and manufactured tobacco, are to a considerable extent manufactured in the British Empire from material not wholly grown or produced within the Empire, hereby order that the preferential sugar, and manufactured tobacco, be charged only in respect of such proportion of rates of customs duty shall, in the case of refined sugar, molasses and extracts from those goods as corresponds to the proportion of dutiable material used in their manufacture which is shown to the satisfaction of the Commissioners of Customs and Excise to have been grown or produced in the Empire.

Dated this 6th day of August, 1919.

Signed by order of the Board of Trade.

S. J. CHAPMAN,
Assistant Secretary.

Board of Trade,
London, S.W. 1.

APPENDIX D.

FORM OF CERTIFICATE OF ORIGIN OF GOODS IN RESPECT OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE IMPERIAL CUSTOMS TARIFF AS BEING THE GROWTH OR PRODUCE OF THE BRITISH EMPIRE.

I.....hereby certify that I am (⁽¹⁾.....of.....) the (⁽²⁾.....of the articles included in this certificate (⁽¹⁾) and that I am duly authorized to make and sign this certificate on behalf of the said.....
I have the means of knowing, and I do hereby certify that the merchandise designated below is of (⁽³⁾.....growth or produce (⁽⁴⁾) which merchandise is to be shipped to (⁽⁵⁾.....via (⁽⁶⁾)consigned tomerchant at (⁽⁷⁾.....).
(⁽⁴⁾) (Port of shipment.....).

- ¹ Insert the word partner, manager, chief clerk or principal official, giving rank, as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.
- ² Insert the word grower, producer or supplier, as the case may be.
- ³ Country of origin.
- ⁴ The words in brackets may be omitted when the grower, producer or supplier is not the actual exporter, provided that in such a case the exporter gives the supplementary certificate endorsed hereon.
- ⁵ Port of ultimate destination.
- ⁶ Delete in case of goods shipped direct.
- ⁷ Address.
- ⁸ To be filled up when the certificate is not given by the actual grower or producer.

Number and Description of Packages.	Marks and Numbers.	Weight or Quantity.	Total Value.	Contents.	(⁸) Name of Grower or Producer.

.....Signature.
Dated atthisday of19 ..

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE EXPORTER IS NOT ALSO THE GROWER, PRODUCER OR SUPPLIER OF THE GOODS ABOVE SPECIFIED.

To be Endorsed on the Main Certificate.

I.....hereby certify that I am (⁽¹⁾.....of.....) the exporter(s) of the merchandise specified in the foregoing certificate, (and that I am duly authorized to make and sign this certificate on behalf of the said.....).
I have the means of knowing, and I do hereby certify that the merchandise referred to is of (⁽²⁾.....growth or produce, (⁽³⁾) and that such merchandise is to be shipped to (⁽⁴⁾.....via (⁽⁵⁾.....consigned toat (⁽⁶⁾.....).
Port of shipment

.....Signature.
Dated atthisday of19 ..

- ¹ Insert the word partner, manager, chief clerk or principal official, giving rank, as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.
- ² Country of origin.
- ³ Delete inappropriate word.
- ⁴ Port of ultimate destination.
- ⁵ Delete in case of goods shipped direct.
- ⁶ Address.

APPENDIX E.

FORM OF CERTIFICATE OF ORIGIN FOR GOODS IN RESPECT OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE IMPERIAL CUSTOMS TARIFF AS BEING THE MANUFACTURE OF THE BRITISH EMPIRE.

I.....hereby certify that I am ((1).....of.....) manufacturer(s) of the articles included in this certificate (and that I am duly authorized to make and sign this certificate on behalf of the said manufacturer(s).
I have the means of knowing, and I do hereby certify that the merchandise designated below is of (2).....manufacture, (3) (which merchandise is to be shipped to (4).....via (5).....consigned to..... merchant at (6).....). Further, I have the means of knowing, and I do hereby certify that of the total value of each and every manufactured article covered by this certificate in its finished condition not less than 25 per cent is the result of labour within the British Empire, the proportion being calculated in accordance with the regulations (7) appearing on the back of this certificate.
(3) (Port of shipment.....).

1 Insert the word partner, manager, chief clerk or principal official, giving rank, as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.
2 Country of manufacture.
3 The words in brackets may be omitted where the manufacturer is not the actual exporter, provided that in such a case the exporter gives the supplementary certificate endorsed hereon.
4 Port of ultimate destination.
5 Delete in case of goods shipped direct.
6 Address.
7 For regulations, see back hereof.

Number and Description of Packages.	Marks and Numbers.	Weight or Quantity.	Total Value.	Contents.

.....Signature.
Dated atthisday of19 ..

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE EXPORTER IS NOT ALSO THE MANUFACTURER OF THE GOODS ABOVE SPECIFIED.

To be Endorsed on the Main Certificate.

I.....hereby certify that I am ((1).....of.....) the exporters of the merchandise specified in the foregoing certificate, and that I am duly authorized to make and sign this certificate on behalf of the said.....
I have the means of knowing, and I do hereby certify that the merchandise referred to is of (2).....manufacture, and that such merchandise is to be shipped to (3).....via (4).....consigned to.....at (5).....
Port of shipment.....

.....Signature.
Dated atthisday of19 ..

1 Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be.
2 Country of manufacture.
3 Port of ultimate destination.
4 Delete in case of goods shipped direct.
5 Address.

(Back of Certificate E.)

REGULATIONS REFERRED TO IN THE CERTIFICATE ON THE FACE HEREOF.

Where a number of separate articles are included in one parcel or shipment, each and every article shall be considered separately for the purpose of calculating the proportion of value due to labour within the Empire.

For the purposes of these regulations the total value of an article shall be its cost to the manufacturer at the factory or works, and shall include the value of containers and other forms of interior packing ordinarily sold with the article when it is sold retail, but shall not include the manufacturer's or exporter's profit or the cost of exterior packing, carriage to port and other charges incidental to the export of the goods subsequent to their manufacture.

In calculating the proportion of value which is the result of labour within the British Empire there may be included under the head of labour the cost to the manufacturer of any materials of purely Empire origin entering into the composition of the article (including the interior packing specified in the foregoing paragraph), the cost of manufacture including wages, proportion of fuel, supervision and other factory expenses, and the cost of the labour of packing for retail sale.

The following may not be included in the proportion of value which is the result of Empire labour, namely, any materials or interior packings not entirely of Empire origin, manufacturer's profit or the profit or remuneration of any trader, agent, broker or other person dealing in the article in its finished condition, the expenses of placing the goods in outside packages for export, and the cost of such packages, transportation charges, insurance and any other charges for services after the goods leave the place of production or manufacture.

APPENDIX F.

FORM OF CERTIFICATE OF ORIGIN FOR MANUFACTURED GOODS IN RESPECT OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE IMPERIAL CUSTOMS TARIFF, ONLY IN RESPECT OF THE PROPORTION OF DUTIABLE MATERIALS OF EMPIRE ORIGIN WHICH HAVE ENTERED INTO THEIR MANUFACTURE, *i.e.*, MANUFACTURED TOBACCO, REFINED SUGAR, SYRUP, MOLASSES AND OTHER EXTRACTS OF SUGAR.

I.....hereby certify that I am (⁽¹⁾.....of.....) the (⁽²⁾.....of the articles included in this certificate, and that I am employed by them in their (⁽³⁾.....at.....and that I am duly authorized to make and sign this certificate on behalf of the said.....

I have the means of knowing, and I do hereby certify, in respect of the merchandise designated in the schedule below, which merchandise is of (⁽⁴⁾.....manufacture or refining (⁽⁵⁾) (⁽⁶⁾) and is to be shipped to (⁽⁷⁾.....via (⁽⁸⁾.....consigned tomerchant at (⁽⁹⁾.....), that of its total value in its finished condition not less than 5 per cent is the result of labour within the British Empire, the proportion being calculated in accordance with the regulations (⁽¹⁰⁾) appearing on the back of this certificate; also that there has entered into the manufacture of such merchandise dutiable material of Empire origin to the extent therein specified.

(⁽⁶⁾) (Name and address of exporter.....).

Port of shipment.....

¹ Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be.

² Insert the word manufacturers or refiners as the case may be.

³ Insert the word factory or refinery as the case may be.

⁴ Country of manufacture.

⁵ Delete inappropriate word.

⁶ The words in brackets to be deleted where the information is not available.

⁷ Port of ultimate destination.

⁸ Delete in case of goods shipped direct.

⁹ Address.

¹⁰ For regulations, see back.

[illegible]

Dated at this day of Signature, 19

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE EXPORTER
IS NOT ALSO THE MANUFACTURER OR REFINER OF THE GOODS ABOVE SPECIFIED.

To be Endorsed on the Main Certificate.

I.....hereby certify that I am (1).....of.....the
exporters of the merchandise specified in the foregoing certificate, and that I am duly
authorized to make and sign this certificate on behalf of the said.....

I have the means of knowing, and I do hereby certify that the merchandise referred to is of (2).....manufacture or refining (3) and that such merchandise is to be shipped to (4).....via (5).....consigned to.....at (6).....

Port of shipment.....Signature.

Dated at this day of 19

¹Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be.

² Country of manufacture or refining as the case may be.

³ Delete inappropriate word.

⁴ Port of ultimate destination.

⁵ Delete in case of goods shipped direct.

6 Address.

(Back of Certificate F.)

REGULATIONS REFERRED TO IN THE CERTIFICATE ON THE FACE HEREOF.

Where a number of separate articles are included in one parcel or shipment each and every article shall be considered separately for the purpose of calculating the proportion of value due to labour within the Empire.

For the purposes of these regulations the total value of an article shall be its cost to the manufacturer at the factory or works and shall include the value of containers and other forms of interior packing ordinarily sold with the article when it is sold retail, but shall not include the manufacturer's or exporter's profit or the cost of exterior packing, carriage to port and other charges incidental to the export of the goods subsequent to their manufacture.

In calculating the proportion of value which is the result of labour within the British Empire there may be included under the head of labour the cost to the manufacturer of any materials of purely Empire origin entering into the composition of the article (including the interior packing specified in the foregoing paragraph), the cost of manufacture including wages, proportion of fuel, supervision and other factory expenses, and the cost of the labour of packing for retail sale.

The following may not be included in the proportion of value which is the result of Empire labour, namely, any materials or interior packings not entirely of Empire origin, manufacturer's profit or the profit or remuneration of any trader, agent, broker or other person dealing in the article in its finished condition, the expenses of placing the goods in outside packages for export and the cost of such packages, transportation charges, insurance and any other charges for services after the goods leave the place of production or manufacture.

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool, Eng.:—

Cardiff (December 17): 1,000 barrels of Nova Scotian apples ex ss. *Pinemore* sold: No. 1 Baldwin 28 to 33s., No. 2's 25 to 29s., Domestic 22 to 29s.; No. 1 Golden Russet 45 to 46s., No. 2's 39 to 40s., Domestic 40s.; No. 1 King 35s., No. 2's 33s., Domestic 30s.; No. 1 Gano 29s., No. 2's 27s., Domestic 29s.; No. 1 Fallawater 32s., No. 2's 28s.

London (December 18): 1,100 barrels of Nova Scotia apples ex ss. *Comino* sold at auction; bidding very slow and draggy. No. 1 Golden Russet 46 to 54s., No. 2's, few best, 50 to 51s., others 40 to 46s., Domestic 40s., No. 3's 30 to 39s.; No. 1 Ribston 36 to 42s., No. 2's 35 to 40s., Domestic 34s., No. 3's 28 to 33s., No. 1 Baldwin 30 to 31s., Domestic 17 to 23s.; No. 1 Fallawater 20 to 24s., Domestic 21s.; Domestic Spy 25s.; Domestic Greening 16 to 19s.; No. 1 Blenheim 27 to 30s., No. 2's 26 to 33s., Domestic 18s., No. 3's 16s. 6d.; No. 1 King 27 to 34s., No. 2's 29 to 32s., Domestic 25 to 26s., No. 3's, few best, 30s., others 20 to 27s.; No. 1 Stark 21 to 23s. Cox's Orange in half barrels 16s.

Liverpool (December 19): Maine Baldwins No. 1's, few best, 45 to 54s., others 33 to 39s., many of inferior quality and slack 21 to 28s., No. 2's, few best, 35 to 40s., others 21 to 27s.; No. 1 Stark 24 to 28s.; No. 1 Spy, few best 45s., others 33 to 38s. California Newtown 14s. 6d. to 18s. 3d. per box, Pearmain 14 to 15s.

SWEDISH ENTERPRISE IN SIBERIA.

(*British Board of Trade Journal.*)

According to the Swedish press, the Swedish ss. *Halvar* has returned to Sweden from a trade expedition to the mouth of the Obi river, Siberia, on which she was accompanied by one British and eight Russian ships. The *Halvar* carried a cargo of agricultural machinery, separators, nails and saw blades. She reached Port Yenisei and Nashodka where, owing to the lack of harbour appliance and lighters, great difficulties were experienced in discharging the cargo and in loading a return cargo.

The representative of the Swedish Government who accompanied the expedition states in his official report that, given more ordered conditions and sufficient lighters to discharge cargo, trade by this route would in his opinion be profitable. He reports that there is a big demand for all classes of goods, such as agricultural machinery, axes, scythes, machinery for saw-mills, electrical machinery, motors, paper, matches, glassware, etc., for which Siberia can offer in exchange grain, copper, asbestos, butter, wool, hides, skins, hair and coal.

It is intended to despatch another expedition next year.

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO AUSTRALIA.

Years ended June 30, 1914-18.

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Abrasives—					
Wheels, emery and other.....	43,781	31,987	31,723	36,172	59,480
Other abrasives.....	62,820	78,821	61,989	81,443	73,011
Agricultural implements.....	909,955	634,318	563,086	1,039,883	678,582
Aluminium.....	11,845	24,364	45,276	50,047	113,410
Animals, living.....	12,387	6,615	4,656	5,517	1,990
Asbestos—					
Ore and unmanufactured.....					16,000
Mfrs. of.....	19,076	18,900	40,761	42,304	62,622
Asphaltum.....	6,165	14,577	30,305	14,042	27,284
Athletic and sporting goods.....	37,759	33,512	27,852	17,996	34,213
Bark for tanning.....					—
Blackening and polishes.....	58,445	35,428	44,120	31,415	18,698
Brass, mfrs. of—					
Bars, plates, sheets, etc.....			26,058	6,481	10,600
Pipes and fittings.....					12,763
All other mfrs. of.....	114,473	139,097	215,802	215,441	277,982
Breadstuffs—					
Bread and biscuits.....	50	76	1,088	77	760
Preparations of, for table food—					
Oatmeal and rolled oats.....	8,472	57,808	3,769	12,434	6,609
All other cereal preparations.....	80,205	63,462	106,246	170,165	21,731
Wheat.....		1,367,596	1,524,912		—
Wheat flour.....		1,760	1,050	107	172
All other breadstuffs.....	4,750	544,950	258,826	3,726	13,089
Brushes.....	34,572	28,016	29,828	47,307	44,069
Cars, automobiles and other vehicles—					
Automobiles, commercial.....	37,378	84,142	295,538	237,159	163,405
" passenger.....	2,615,896	1,768,479	4,147,302	3,792,571	3,410,557
" parts of, except engines and tires.....	202,363	199,154	389,690	753,309	1,052,986
Cars for railways—					
For steam railways—					
Passenger.....	12,530		57	389	—
Freight and other.....	1,543		42,967	36,752	—
For other railways.....	81,213	74,128	70,722	26,741	—
Cycles and parts—					
Bicycles, tricycles, etc.....	32,353	33,149	37,204	43,111	62,729
Motor cycles.....	132,998	137,269	475,157	634,011	380,786
All other vehicles and parts.....	560,804	433,655	361,983	281,796	426,107
Chemicals, drugs, dyes and medicines—					
Acids.....	7,257	7,429	32,749	33,844	81,653
Alcohol, wood.....		4,418	8,974	425	407
Baking powder.....	56	7,383	39	5,509	5,269
Coal tar distillates, n.e.s.....					8,671
Dyes and dyestuffs.....	16,728	18,753	31,721	72,513	203,131
Extracts for tanning.....	2,281	18,221	41,177	59,338	48,348
Lime, acetate of.....		775	8,500		—
Medicinal and pharmaceutical prepara- tions.....	410,544	354,413	301,849	444,014	434,053
Roots, herbs and barks—					
Ginseng.....	57		45		44
All other.....	8,577	1,225	17,079	22,625	22,310
Soda—Caustic soda.....					154,841
Soda ash.....					166,646
All other salts of soda.....		170,176	253,776	528,388	304,570
All other drugs, dyes and medicines.....	502,841	694,260	821,754	906,504	1,533,863
Clocks and watches—					
Clocks and parts.....	275,863	254,634	358,624	227,970	201,059
Watches and parts.....	34,639	24,274	30,817	69,834	85,976
Cocoa and chocolate not including confec- tionery.....	855	58,793	18,077	99,337	237,285
Confectionery.....	115,529	105,983	80,789	153,026	50,608
Refined in ingots, bars or other forms.....			3,200	1,361	12,835
Wire except insulated.....			96,035	19,050	27,236
All other mfrs. of copper.....	54,573	135,812	53,539	158,741	390,777

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO AUSTRALIA—*Continued.*

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Cotton—					
Unmanufactured					
Manufactured—					
Cloths, unbleached	248,167	153,360	519,540	636,354	308,889
" bleached	158,503	132,151	194,779	100,222	584,611
" coloured	351,471	381,150	780,473	1,106,190	1,464,193
Wearing apparel—					
Knit goods	142,627	635,494	1,685,466	1,549,174	1,032,195
Other wearing apparel	563,719	422,142	698,898	755,677	812,888
Yarn	3,494	11,599	56,832	37,072	75,676
Other mfrs. of cotton	105,503	163,330	485,556	622,038	467,019
Dental goods	95,789	68,286	77,853	63,055	66,436
Earthen, stone and chinaware	64,473	67,155	56,775	18,081	58,620
Electrical machinery and appliances—					
Batteries	35,113	42,264	86,345	114,635	229,720
Carbons					13,609
Dynamos or generators	91,880	75,973	24,336	88,016	103,587
Fans	10,494	12,338	21,366	15,873	11,434
Insulated wire and cables	121,181	64,304	66,360	72,860	203,164
Lamps	18,930	27,345	98,083	85,852	98,568
Meters and measuring instruments		22,987	61,965	68,460	80,165
Motors	268,539	634,362	685,596	720,058	339,652
Switches and accessories					163,009
Telephones	277,477	404,975	61,979	55,958	336,607
Transformers	46,641	53,742	70,192	44,124	65,405
All other electrical machinery, etc.	534,718	627,912	580,133	856,018	627,996
Explosives—					
Dynamite			121,736	30,883	—
Gunpowder (including smokeless)	1,030	878		87	16,912
Other explosives	244,590	260,834	651,345	458,529	845,309
Fertilizers		28,098	2,892		268
Fibres, vegetable, mfrs. of	28,376	18,006	48,504	89,532	78,196
Fish	755,384	1,041,674	1,390,233	1,149,972	1,915,376
Fruits and nuts	318,222	240,740	512,066	302,761	257,396
Furniture of metal	6,840	5,895	5,258	12,472	9,901
Furs and fur skins	18,175	37,358	14,530	16,895	48,915
Glass and glassware—					
Common window glass	861	180,571	307,155	332,403	254,252
Plate glass, unsilvered	31	154,103	186,474	463,023	243,822
Other glass and glassware	155,863	229,198	303,836	270,073	203,197
Glucose and grape sugar	192,980	45,524	38,536	8,671	937
Glue	9,227	10,574	20,632	11,294	20,838
Gold and silver (including jewellery)	6,083	7,196	19,907	26,641	46,058
Grease	115,752	108,534	143,031	106,814	124,401
Hides and skins, raw—					
Cattle				749	—
Other hides and skins, raw					447
Hops	112,453	101,074	90,703	65,366	447
Household and personal effects	18,443	11,997	13,936	8,786	8,692
India-rubber—					
Belting, hose and packing	182,927	132,202	140,715	131,716	260,924
Boots and shoes	210,177	124,012	108,180	92,816	49,236
Tires for automobiles	94,321	245,240	1,651,154	783,209	819,755
" all other	2,400	4,450	81,736	33,993	71,501
All other india-rubber	107,048	83,651	152,550	192,417	245,912
Ink	52,374	61,310	65,562	61,881	84,429
Instruments for scientific purposes	47,482	52,614	69,605	87,714	104,157
Iron and steel—					
Pig iron	249,246	94,240	8,512	15,684	18,806
Scrap and old for re-manufacturing					—
Bar iron	9,488	2,407	78,131	37,914	29,398
Bars or rods of steel—					
Wire rods			8,571	114,873	220,535
All other	133,348	416,334	928,935	1,107,039	505,550
Billets, ingots and blooms of steel		44,358	19,262	1,876	650
Bolts, nuts, rivets and washers	150,649	80,935	185,797	211,184	229,345
Car wheels and axles	38,039	2,112	21,558	2,611	24,889
Castings, n.e.s.	38,629	26,872	77,602	51,204	21,219
Chains					113,647
Cutlery	52,460	53,064	83,767	154,818	169,116
Enamelled ware	9,467	12,311	110,314	117,635	161,201
Firearms	213,194	163,344	250,234	133,392	177,626
Forgings, n.e.s.					9,982

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO AUSTRALIA—*Continued.*

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Iron and steel— <i>Con.</i>					
Hardware—					
Builders'—Locks.....	109,763	104,452	96,075	122,817	132,815
Hinges and other.....	190,352	187,793	172,373	255,668	137,422
Other hardware.....					161,446
Hoop, band and scroll.....		41,858	65,487	141,845	187,872
Horseshoes.....	24,641	13,612	13,216	53,503	55,864
Machinery, n e.s.—					
Adding and calculating machines...	45,653	30,032	31,177	57,423	72,009
Air—compressing machinery.....	29,326	31,231	14,267	21,037	43,312
Brewers' machinery.....	1,151	11,484	2,760	1,494	2,842
Cash registers and parts of—					
Cash registers.....	193,166	148,901	75,060	69,425	43,718
Parts of.....		6,895	5,375	15,386	1,226
Concrete mixers.....					15,782
Cream separators.....	23,604	21,171	22,939	6,515	27,868
Elevators and elevator machinery...	76,675	128,572	169,080	199,229	26,543
Engines and parts of—					
Electric locomotives.....	5,358				—
Internal combustion—					
Gas, stationary.....	12,709	20,725	32,061	65,647	52,330
Gasoline—					
Automobile.....	3,243	2,499	3,021	3,774	6,998
Marine.....	150,214	85,517	96,498	87,120	55,674
Stationary.....	289,863	180,294	77,243	128,480	165,079
Traction and caterpillar.....	71,428	37,144	37,441	25,015	19,505
Kerosene engines.....					70,124
Steam—					
Locomotives.....	320,087	9,067	21,879	18,810	—
Marine.....		4,138	316	590	357
Stationary.....	74,205	15,196	1,095	11,254	1,324
Traction and caterpillar.....	25,045	5,147			—
All other engines.....	2,082	2,696	104,331	82,703	16,817
Parts of engines—					
Boilers.....					257
Boiler tubes.....					31,567
All other parts.....	79,698	96,301	275,508	171,994	90,677
Flour and grist mill machinery.....	23,121	12,807	27,695	8,505	19,457
Laundry machinery.....	126,028	56,613	54,192	77,300	48,881
Lawn mowers.....	60,257	57,158	36,942	51,895	92,111
Metal working machinery—					
Lathes.....					110,118
Other machine tools.....					102,021
Sharpening and grinding machines.....					36,205
All other metal working machinery.....	1,316,952	282,487	800,825	664,264	151,742
Meters, gas and water.....		3,683	2,978	10,743	25,788
Mining machinery—					
Oil well machinery.....		16,232	36,775	4,849	6,993
All other.....	155,235	376,346	313,344	435,918	240,770
Paper and pulp mill machinery.....	4,048	21,778	8,606	17,809	14,415
Printing presses.....	161,693	265,507	92,851	27,332	50,316
Pumps and pumping machinery.....	230,365	182,909	226,441	165,908	119,618
Refrigerating machinery.....	66,681	18,069	28,707	65,735	2,593
Road making machinery.....					20,817
Sewing machines.....	559,616	403,344	340,927	353,831	627,547
Shoe machinery.....	82,152	41,241	25,110	39,592	67,695
Sugar mill machinery.....	394	520		4,943	8,652
Textile machinery.....	1,344	5,603	28,346	18,425	45,108
Typesetting machines.....	224,862	124,376	48,491	140,913	167,316
Typewriting machines.....	496,503	210,271	347,460	471,946	307,432
Windmills.....	89,817	126,848	79,507	25,898	34,377
Wood-working machinery—					
Saw-mill machinery.....	81,455	11,667	20,238	30,133	64,226
All other.....	104,072	63,180	49,846	36,671	39,698
All other machinery.....	997,473	825,684	890,013	1,156,328	995,463
Nails—					
Cut nails.....	9,818	3,713	10,968	2,303	2,498
Wire nails.....	21,145	16,385	25,345	60,899	138,839
All other (including tacks).....	43,764	11,433	55,121	106,222	251,194
Needles.....					20,599

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO AUSTRALIA—*Continued.*

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Iron and steel— <i>Con.</i>					
Pipes and fittings	558,686	523,512	643,836	384,713	447,754
Radiators and house heating boilers		600	2,272	6,116	1,167
Railway track material—					
Railroad spikes	505	253	3,578	1,050	457
Rails of steel	300,808	649,210	661,498	48,530	14,162
Switches, frogs, splice bars, etc.	45,685	178,044	67,577	11,437	27,383
Safes	334	490	418		24
Scales and balances	67,915	63,591	88,701	91,429	87,651
Sheets and plates—					
Galvanized iron and steel sheets	14,272	46,407	222,407	372,536	1,728,315
Iron sheets and plates			58,818	35,643	223,054
Steel plates	222,671	366,949	624,004	370,857	253,735
Steel sheets	451,762	234,723	41,021	170,056	771,737
Ship and tank plates, punched and shaped					6,318
Stoves and ranges	57,743	55,319	65,754	59,794	30,223
Structural iron and steel	265,755	258,544	647,008	530,943	152,774
Tin plates and mfrs. of—					
Tin plates, terne plates and taggers tin	39	13,906	135,708	668,569	156,001
All other mfrs. of	20,225	27,181	82,602	137,829	107,928
Tools, n.e.s.—					
Axes	319,297	148,989	150,424	143,280	74,940
Augers, bits and drills					85,205
Files and rasps					374,888
Hammers and hatchets	58,181	45,378	34,673	33,028	43,175
Saws	234,125	168,047	114,100	132,582	116,622
Spades and shovels	52,560	37,361	31,805	23,357	23,013
All other	612,705	532,424	552,549	629,870	304,687
Wire—					
Barbed	86,765	48,884	115,979	150,438	153,006
All other wire	835,363	1,209,404	1,112,531	795,663	1,689,064
Wire, mfrs. of—					
Wire rope and cables					42,587
Woven wire fencing	2,660	6,269	37,541	67,046	62,989
All other	258,994	117,430	361,744	228,654	322,632
Wood screws					119,089
All other mfrs. of iron and steel	434,079	440,756	1,196,937	1,076,963	621,397
Lamps, chandeliers and all illuminating devices (except electric)	204,019	179,283	192,998	191,036	255,233
Lead—					
Pigs, bars, etc.			290		45
Mfrs. of	16,559	28,357	25,496	34,621	26,819
Leather, unmanufactured—					
Belting	7,470	6,720	9,954	10,402	18,730
Patent	149,153	314,615	404,533	1,387,468	762,044
Sole	8,714	11,783	33,719	40,523	9,524
Upper—					
Calf and kip	42,243	21,281	48,301	48,197	80,978
Goat and kid	397,491	488,023	275,684	560,641	175,633
All other upper	106,188	199,472	86,231	189,756	180,205
All other unmanufactured	35,018	29,294	104,358	140,141	19,456
Leather, manufactured—					
Boots and Shoes—					
Children's	2,842	4,476	4,681	11,634	1,194
Men's	179,014	144,553	92,874	176,825	39,003
Women's	74,650	95,227	82,083	232,727	67,835
Harness and saddles	27,889	7,364	8,782	12,087	13,916
Slippers	20,010	17,572	7,486	18,799	9,771
All other manufactured	28,689	56,569	148,474	160,421	53,155
Leather, imitation	33,291	47,148	68,449	114,482	95,340
Malt					-
Meat and dairy products—					
Meat products	279,317	257,569	619,838	364,254	474,589
Dairy products—					
Butter		335,871	481,323	9,180	-
Cheese		1,216	442	1,209	1,044
Milk, condensed and evaporated ...	1,455	193	122,798	75,312	3,537
Metal polish	23,564	34,833	36,160	24,676	22,751

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO AUSTRALIA—*Continued.*

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Metals, metal composition, n.e.s.	35	10,026	6,911	22,573	29,324
Mica.....	146	714	1,431	2,742	2,009
Mucilage and paste.....	6,483	5,536	8,096	13,222	25,066
Musical instruments—					
Organs.....	64,869	42,576	41,343	43,921	39,145
Pianos—					
Player pianos	41,895	63,500	96,886	224,804	176,222
All other pianos.....	76,213	185,671	643,209	680,800	791,391
Piano players.....	7,885	3,958	19,860	2,501	22,963
Perforated music rolls.....	8,921	6,996	4,034	24,231	31,275
All other and parts.....	36,908	10,162	67,890	120,757	137,749
Naval stores—					
Resin	224,399	141,814	178,332	316,841	561,926
Tar, turpentine and pitch.....	1,530	5,422	3,180	4,122	10,261
Turpentine, spirits of.....	220,941	341,067	266,580	401,365	528,428
Nickel—					
Nickel, nickel oxide and matte.....		10,136	307	87,600	33,759
Manufactures of	4,083	3,351	2,921	1,538	3,033
Notions, n.e.s.	1,455		20,416	36,419	67,420
Oilcloth and linoleum.....	53,254	36,442	78,102	160,433	221,679
Oils—					
Animal.....	4,783	5,560	19,041	2,032	6,162
Mineral—					
Crude		15	52		110
Refined or manufactured—					
Fuel and gas oil.....	147	2,670	6,240	483	46,160
Illuminating oil.....	2,453,571	2,255,024	2,405,373	2,832,502	1,498,888
Lubricating.....	711,585	710,705	1,315,426	1,412,174	2,191,894
Naphthas and light products of distillation.....	1,551,148	1,097,225	2,038,802	3,227,492	2,533,009
Residuum	11,829	9,148	8,109		1,685
Vegetable—					
Fixed or expressed.....	55,480	58,709	143,814	211,555	208,302
Volatile or essential.....	8,506	7,350	10,594	8,054	33,825
Paints, colours and varnishes—					
Dry colours.....	18,965	34,481	46,320	83,665	185,170
Lead.....	19,977	31,490	109,351	169,938	517,431
Ready-mixed paints.....	118,403	82,320	84,880	77,460	135,896
Varnish	71,000	57,506	43,319	37,362	30,553
Other paints and colours.. . . .	234,588	180,908	202,604	256,197	264,053
Paper—					
Bags.....	41,694	32,113	36,643	64,819	14,416
Books, music, maps, engravings, etchings, photographs and other printed matter.....	376,721	403,779	369,279	451,918	541,456
Boxes and cartons.....	86	1,089	2,545	7,536	8,579
Carbon paper	34,312	36,494	49,476	54,741	36,802
Paper board and straw board.....		94,557	138,330	125,069	160,173
Paper hangings.....	19,476	6,099	9,190	19,896	22,159
Playing cards.....	19,147	10,911	11,792	10,314	17,351
Printing paper—					
Newsprint.....	947,185	744,356	296,394	290,919	839,342
All other.....	132,498	177,801	303,091	1,050,142	1,084,481
Wrapping paper.	6,473	53,323	145,691	238,277	362,479
Writing paper and envelopes.....	75,295	67,798	88,734	154,961	511,140
All other paper.....	136,598	99,669	174,252	221,232	279,874
Paraffin.....	72,415	78,140	194,635	111,465	102,228
Pencils and pencil leads.....	19,662	16,320	31,258	37,166	98,042
Pens.....	7,106	3,327	6,706	8,845	35,469
Perfumeries, cosmetics and all toilet preparations.....	96,499	149,440	193,038	285,622	460,507
Phonographs, graphophones and records—					
Phonographs, graphophones and gramophones.	181,828	41,576	63,601	159,965	132,567
Records and accessories.....		64,605	65,698	101,111	96,740

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO AUSTRALIA—*Continued.*

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918
	\$	\$	\$	\$	\$
Photographic goods—					
Cameras	94,552	51,722	110,043	190,107	226,546
Motion picture films—					
Not exposed		11,336	29,884	13,664	43,619
Exposed	214,088	345,678	480,828	711,223	660,304
Other sensitized goods	14,094	30,982	83,549	139,555	79,369
Other apparatus	1,630	2,992	13,898	46,422	45,909
All other	3,663	25,525	82,110	72,066	66,862
Plaster, builders' and common	66,859	51,487	55,123	4,497	18,901
Plated ware, except cutlery and jewellery	163,394	98,587	110,241	201,779	237,884
Platinum			350		27
Plumbago and graphite—					
Unmanufactured	3,875	2,802	401	1,610	408
Manufactures of	5,424	5,928	12,680	16,815	4,322
Quicksilver		4,745		9,318	35,198
Refrigerators	64,770	63,098	32,263	6,066	1,719
Roofing felt and similar materials	145,923	113,526	174,490	202,329	543,450
Salt	13,012	26,862	11,396	22,574	57,208
Seeds—					
Grass—					
Clover	6,830		35	3,665	12,401
Timothy			2,885	35	—
Other grass seed	397	329	207	3,078	345
Other seeds	24,939	29,042	31,063	29,116	34,683
Shoe findings	17,042	11,152	37,865	116,493	201,181
Silk, manufactures of	161,068	178,203	275,324	460,970	910,891
" artificial				88,589	252,800
Soap—					
Toilet or fancy	228,164	200,891	206,627	55,490	4,268
All other	12,277	4,972	15,972	10,928	5,333
Spirits, wines, liquors and other beverages—					
Malt liquors	18,434	84,322	2,779	59	1,626
Spirits, distilled	1,958	1,446	8,947	109,330	93,936
Wines	455	133	1,174	4,925	29,126
Other beverages	931	1,705	2,738	2,223	1,728
Sponges	8,815	12,496	8,728	6,237	28,821
Starch	2,130	4,675	2,496	1,574	31,846
Stone, including marble	54,530	57,174	40,355	35,518	33,920
Sugar and molasses	2,698	736	5,584	5,409	715
Surgical appliances (not including instruments)	79,960	193,508	186,176	154,315	213,362
Suspenders and garters					50,107
Tobacco—					
Unmanufactured	2,269,168	1,532,161	1,653,172	3,100,707	2,132,580
Manufactured—					
Cigarettes	35,999	10,579	966	3,934	4,001
Cigars and cheroots	127	1,923	202	3,589	8,022
Plugs	643,901	640,682	291,270	441,659	331,048
Smoking	96,459	109,419	92,956	150,786	33,136
All other		67	7,901	5,147	617
Toys	57,193	56,280	98,359	165,956	93,227
Trunks, valises and travelling bags	4,000	21,630	45,710	17,118	5,409
Type	23,265	7,912	7,543	8,193	12,630
Typewriter ribbons	25,251	23,813	28,431	53,614	17,490
Vegetables—					
Beans and peas		14,944	28,050	2,027	947
Onions	3,382	6,431	18,193	2	23
Pickles and sauces	21,067	12,960	26,655	15,935	17,760
Potatoes, except sweet potatoes	9		18,297		—
Vegetables, canned	102,943	90,282	120,542	106,353	137,230
Other vegetables	67		3,521	594	4,260
Vulcanized fibre and mfrs. of	9,401	16,974	20,237	26,490	44,724
Wall boards (substitute for plaster)	21,562	5,685	18,777	27,820	61,049
Wax	5,280	4,419	14,828	6,769	71,799
Wood—					
Logs and round timber			695	1,715	39,279
Firewood and other unmanufactured			27		—
Timber, sawed	8			510	21,740

PRINCIPAL ARTICLES EXPORTED FROM UNITED STATES TO AUSTRALIA—*Continued.*

	Years ended June 30.				
	1914.	1915.	1916.	1917.	1918.
	\$	\$	\$	\$	\$
Lumber—					
Boards, planks and scantlings—					
Fir.....	2,747,189	1,517,028	1,067,368	912,948	1,165,163
Pine.....	384,766	181,710	116,828	78,030	26,887
Redwood.....	1,459,842	977,529	1,063,761	572,451	296,977
All other.....	125,394	67,736	56,172	32,126	47,707
Shingles.....	6,846	2,370	10,588	6,747	6,009
All other lumber.....	84,865	46,794	39,157	18,573	15,552
Manufactured wood—					
Furniture.....	274,481	190,642	77,868	48,143	33,178
Handles, implements and tools.....					83,267
Hogsheads and barrels, empty.....		178	513	1,866	119
Incubators and brooders.....	54,423	28,846	20,238	40,677	12,282
Shooks—					
Box.....	22,796	8,128	33,987	24,855	278
All other.....	7,686		5,575		
Staves and headings.....	47,963	35,488	33,758	8,190	
Trimnings, mouldings and other house furnishings.....	50,318	41,018	43,153	38,153	27,929
Woodenware.....	66,717	74,461	65,466	41,189	51,800
Wood pulp.....			7,267	2,436	25,263
All other manufactured wood.....	437,022	388,909	414,448	410,781	251,588
Wool—					
Unmanufactured.....	7	573,329	2,253,971	1,225,071	890,691
Manufactured—					
Cloths and dress goods.....					21,336
Wearing apparel.....	35,262	12,423	12,576	62,449	33,291
All other mfrs.....	14,221	7,594	121,002	154,694	33,728
Zinc—					
Pigs, bars, plates and sheets.....		212,024			
Spelter cast in pigs, slabs, etc.....			10,536	44,278	
Rolled in sheets, strips, etc.....			155,576	80,499	45,779
All other mfrs.....	1,501	7,744	19,178	2,058	20,347
Total Exports of Principal and Other Articles of United States produce to Australia.....	45,653,067	43,463,666	58,526,443	63,277,656	65,987,417

The above statement was compiled by the External Trade Statistics Division, Dominion Bureau of Statistics.

CALCIUM CARBIDE IMPORTATION INTO CHINA.

Trade Commissioner J. W. Ross, Shanghai, in response to an inquiry, writes as follows under date November 28, with respect to the importation of calcium carbide into China:—

The importation of calcium carbide into China as far as I can learn—in the absence of any mention of this commodity in Chinese customs returns—is probably about 300 tons per annum; of this quantity about 250 tons per annum is imported by one firm, and is used for acetylene-gas welding. Scarcely any calcium carbide is used for lighting purposes in this country.

The Asiatic Petroleum Company judge of the value of calcium carbide by the tests required by the British Acetylene Association. Japanese calcium carbide does not conform to those tests, but on the other hand it is cheaper, Canadian carbide being of a higher grade produces more gas, and although it is higher in cost yet is not actually so in value, so that it cannot be said to be dearer than the Japanese product because it is of a higher grade and gives off more acetylene gas.

ADVERSE RATE OF AMERICAN EXCHANGE IN BAHAMAS MAY HELP
CANADIAN TRADE.

The Canadian Commercial Agent in Nassau, Bahamas, British West Indies, writes that the rate of American exchange on December 3 was 19 per cent. He thinks that the only solution for the exchange problem is for Nassau to purchase goods in Canada and suggests that Canadian houses should have personal representation in the Bahamas Islands.

TRADE OF DOMINICA IN 1918.

TRADE COMMISSIONER E. H. S. FLOOD.

Barbados, December 8, 1919.—A trade return has recently been published by the Customs Department of Dominica setting out the imports and exports for 1918, without however giving the countries of origin, or any other details. A summary of the total trade with the principal countries is added. Comparing this with the trade of former years as given in the Blue Book of the Leeward Islands, it is found that the value of the total trade has nearly doubled in the last decade and increased about fourfold since 1898.

The following abstract will show the total value of the imports and exports from and to Great Britain, colonies and foreign countries, for 1918:—

Countries—	Total Imports.	Total Exports.
United Kingdom.. . . .	£ 34,016	£106,824
British countries.. . . .	102,560	10,961
Foreign countries.. . . .	63,506	86,967
Internal trade.. . . .	5,134	4,553
Total.. . . .	£205,216	£209,305

IMPORTS FROM CANADA WERE GREATEST.

In 1906 the imports from British North America, which included Canada, and from which nearly all the imports came—excepting a small quantity of fish from Newfoundland—valued £4,774. Of this, over one-half was in fish, £342 in butter and cheese, and £180 in flour. In 1913 the imports had increased to £18,995, of which £11,277 was of flour and £4,302 of fish. The first full year of the preference (1915) saw the total import reach £29,613, which included flour valued at £20,256, the quantity imported being 12,606 bags. Since then the import from Canada has increased each year and last year stood at £57,489, the highest figure from any country—the United States being second with £56,380 to its credit.

NOTES ON THE IMPORTS.

In the last normal year (1913) the imports valued £175,590, and as shown in the table above are now greater by some £30,000. In many items therefore the value has necessarily increased, but in most cases, where the quantity is given in the table, it will be noticed there is a falling off. There was less cement imported and only about one-half the quantity of condensed milk and a smaller amount of bread, biscuits, butter and cheese. There was also a considerable falling off in fish, lumber, soap and manure. A few increases occurred, the most noticeable of which were in flour, brown sugar and kerosene oil.

The following table will show the principal articles imported in 1918, those in 1913 being included for the sake of comparison:—

STATEMENT SHOWING QUANTITIES AND VALUES OF IMPORTS DURING 1913 AND 1918.

Articles.	1913.		1918.	
	Quantity.	Value.	Quantity.	Value.
Alcoholic liquors.. . . .	.....	£ 5,841	.....	£ 5,121
Animals and poultry.. . . .No.	.....	.....	122	629
Apparel.. . . .	.....	3,542	.....	1,196
Bags and sacks .. . . .	.....	362	.....	449
Boots and shoes.. . . .doz. pairs.	1,769	5,067	1,673	5,275
Books and printed matter.. . . .	.....	744	.....	525
Cordage and twine.. . . .cwt.	306	685	.....	274
Cotton and woollen goods .. . . .	.....	17,728	.....	13,275
Drugs, chemicals, etc.. . . . .	.....	1,980	.....	2,004
Earthenware and glassware .. . .	.....	1,715	.....	757
Electrical apparatus.. . . .	.....	547	.....	616
Grain (corn, oats, rice, etc.).. . .	.....	2,978	.....	3,647
Haberdashery and millinery .. . .	.....	5,382	.....	6,852
Hardware .. . . .	.....	3,338	.....	3,624
Hats.. . . .	.....	1,646	.....	1,128
Cement.. . . .bri.	4,613	2,239	1,994	1,195
Machinery, agricultural.. . . .	.....	3,056	.....	3,781
Machinery, other kinds.. . . .	.....	4,428	.....	614
Manures.. . . .	.....	3,496	.....	1,516
Matches .. . . .gross.	3,799	483	4,575	969
Metals, iron and steel .. . . .	.....	4,157	.....	596
Milk, condensed.. . . .lb.	16,732	312	8,548	283
Motor cars, and parts .. . . .	.....	1,210	.....	689
Oilmeal .. . . .lb.	150,228	643	103,028	668
Packages (empty).. . . .	.....	3,563	.....	4,721
Perfumery and toilet articles .. . .	.....	452	.....	289
Bread and biscuits.. . . .lb.	47,980	565	8,240	234
Biscuits, fancy	12,961	425	4,598	158
Butter.. . . .	52,865	1,899	6,529	742
Cheese.. . . .	13,244	555	6,120	350
Fish, canned .. . . .	.....	235	.....	261
Fish, dried.. . . .cwt.	5,326	7,558	3,951	9,779
Fish, pickled.. . . .bri.	1,011	569	358	793
Flour, wheaten.. . . .	15,234	18,013	17,926	45,891
Sugar, refined .. . . .lb.	411,717	2,801	336,593	4,456
Sugar, muscovado.. . . .	116,617	711	972,404	9,834
Tea.. . . .	2,325	159	2,675	300
Pork.. . . .	92,590	1,502	72,740	2,316
Stationery and wrapping paper. . .	.....	2,404	.....	1,785
Oil, kerosene.. . . .gal.	48,168	1,611	55,091	2,665
Soap, common.. . . .lb.	215,824	2,156	177,071	3,543
Cigars.. . . .	.....	177	.....	77
Cigarettes.. . . .	.....	1,421	.....	2,810
Lumber—Pitch pine.. . . .ft.	140,155	1,721	46,342	441
“ W. pine and spruce.. . .	223,639	1,760	16,717	239
Shooks.. . . .	.....	2,878	.....	1,554

MANURES.

The total value of manure imported into the Leeward Group of islands averages about £13,000. In the last few years the requirements in this respect for Dominica rose to £5,000. More manure is being used each year, and in a recent report on Dominican trade attention was called to this fact and an analysis given of the various kinds imported. For the benefit of Canadian manufacturers of fertilizers, it would be desirable to restate the analysis and the names of some of the brands in use. In a general way these brands would meet the requirements of the other fruit-growing islands in the West Indies.

Name of Manure—	Composition.		
	Nitrogen.	Phosphoric acid.	Potash.
“Swifts” New York Brand, 001.. . . .	6.6	11.4	—
“ “ “ 108.. . . .	4.0	13.7	0.5
Poynters (Glasgow) meat bone meal.. . .	6.4	12.8	—
“ “ orange manure.. . . .	6.6	9.2	4.2
Sulphate of ammonia.. . . .	18.0	....	—
Nitrolim.. . . .	18.0	....	—
Basic slag.. . . .	....	12.0	—
Ohlendorff's Peruvian guano.. . . .	7.4	8.1	0.2
Nitrate of lime.. . . .	14.0	....	—
Cotton seed meal.. . . .	4.0	1.0	0.1

EXPORTS.

The article, "Notes on Agriculture in Dominica," which appeared in the *Weekly Bulletin* No. 798 (page 907), was taken from the report of the Agricultural Department of that island, and in this article was set out the steady progress made in the cultivation of limes, the increasing returns received from the minor industries and the decline in the production of cocoa. Last year the quantity and value of lime juice exported made a record, but in the statement hereunder it will be noted that, with the exception of lime juice, smaller values appear for nearly every item as compared with 1913. However, the colony has enjoyed a succession of prosperous years, the values and quantities of its produce exported having trebled in the last two decades.

The following table shows the exports for 1918 and the last pre-war year:—

Exports from Dominica, 1913, 1918.

Articles.	1913.		1918.	
	Quantity.	Value.	Quantity.	Value.
Bay leaves.. . . .	.....	£ 371	.....	£ 33
Citrate of lime.. . . .cwt.	4,753	17,026	800	2,744
Cocoa.. . . .	9,409	24,389	4,239	14,735
Coffee.. . . .	10	28	15	81
Bananas.. . . .bunches.	612	31	712	53
Cocoanuts.. . . .	.....	795	.....	467
Limes, fresh.. . . .bbl.	.....	39,297	7,670	11,904
Oranges.. . . .	.....	1,087	.....	809
Fruit, preserved.. . . .	.....	.....	.....	318
Lime juice, raw.. . . .gal.	336,728	15,082	575,985	74,747
Lime juice (concentrated).. . .	163,628	61,191	148,639	59,596
Hides and skins.. . . .	.....	371	.....	155
Essential oils.. . . .	.....	10,748	.....	15,482
Hardwood.. . . .cwt.	48,791	508	213,550	1,712
Firewood.. . . .cords.	225	112	631	322
Hoops.. . . .bundles.	.....	.....	1,517	500

THE PROGRAMME OF POLAND.

(From the *Polish Economic Bulletin*.)

PART II.*

Polish Economic Wealth.

(a) AGRICULTURE.

The majority of the population of United Poland are engaged in agriculture, and more than 50 per cent of the total area of Poland is under cultivation.

The output of the main agricultural products of United Poland in the year 1914, according to the official statistics in Congress Kingdom, Posnania and Galicia, given in metric tons, was as follows:—

	Tons.
(1) Wheat.. . . .	1,640,000
(2) Rye.. . . .	4,100,000
(3) Barley.. . . .	1,500,000
(4) Oats.. . . .	2,900,000
(5) Beetroot.. . . .	4,585,000
(6) Potatoes.. . . .	25,570,000

Besides the above-mentioned crops and those comprising sugar-beet, potatoes, plants for fodder (particularly clover), peas, beans, buckwheat, etc., large stretches of arable land were given to the cultivation of different industrial plants, such as hemp, flax, colza, hops, chicory and tobacco.

As by-products from potato surplus, Poland has developed the starch industry, half the production of which was exported to England and Scandinavia. It is worth

* Part I appeared in the last number of the *Weekly Bulletin*.

while to add that in order to bring this industry to its former prosperity and thus to secure cheap starch for the British market, a considerable amount of belting is urgently required.

With reference to farm produce, the figures available are as follows:—

Congress Kingdom exported in 1913—

Poultry (mostly geese)	£ 424,000
Butter and milk	116,600
Eggs	766,400

Galicia exported in 1913—

Eggs	1,680,000
Poultry (chiefly to Germany, who imported on an average 1,000,000 birds yearly)	336,000

In 1912 the value of the live stock in Posnanian was as follows:—

Cattle	£36,888,240
Horses	23,105,200
Pigs	10,228,280
Sheep and goats	1,487,000

With the exception of Olsztyn, the other Polish provinces exported the surplus of their live stock to the interior of the German Empire.

Live Stock.

As regards live stock, prior to the war, according to the official Russian, German, and Austrian statistics, United Poland possessed the following numbers:—

Horses	2,847,000
Cattle	6,916,000
Sheep and goats	2,389,000
Pigs	5,185,000

One million pigs, valued £4,400,000, and cattle valued £840,000, were exported in 1914 from Galicua to Austria.

FORESTS.

Poland was formerly renowned for her rich forests, and the abundance of timber appeared to be inexhaustible. During the years of German and Austrian occupation, Germans were engaged in extensive cutting and clearing of forests, mostly in the eastern provinces of United Poland. The only available statistics which refer to Congress Kingdom state that the Germans, from seven estates alone, have exported 47,000 wagonloads of timber. The requisitions were carried out only in those parts of Poland which were under Russian domination; in the Polish provinces of Germany, such as Posnanian, West Prussia, Olsztyn and Opole (Silesia), the forests were not damaged, on the contrary, owing to the rational forestry administration and state protection, the area of forests showed a tendency to increase.

The largest forests are situated in the northeast corner of Congress Kingdom, and are exclusively pine forests. On the Prussian frontier there are also large wooded areas of pines, firs, and oak trees. The largest Galician forests are in the Carpathians, and the quality of timber, either for building and industrial development or for ship construction, is of quite superior quality.

In addition, there are many small factories almost domestic in their lack of technical appliances, and upwards of 11,000 people found employment in this way. There are 177 saw-mills in Congress Kingdom. That part of Poland exported to Russia 50 to 75 per cent of her total production of manufactured wooden goods. Galicua possessed in 1910, 194 steam saw-mills, and 464 saw-mills turned by water-power, with a total of 1,317 saws.

In Galicia water courses have a pronounced incline, and form a gigantic and cheap source of energy. In that Polish province a permanent force of 500,000 horsepower could easily be obtained by utilizing the tributaries of the Vistula, Dniestr and Prut. Poland has a splendid system of waterways, and if only all her rivers are properly regulated, and four canals: Krolewski (Dniepr-Bug system), Oginski (Dniepr-Niemen system), Bertshinsky (West Dwina and Dniepr), and the fourth that of Bromberg, should be put in proper order, Poland will have one of the best water communications in the world.

(b) MINERAL WEALTH.

Oil Industry.

The favourable assets for the reconstruction of Polish economic life are in the first place her inexhaustible natural riches represented by the Galician oilfields and Silesian coal mines. Galician petroleum, benzine, paraffin, and lubricating and kindred oils and by-products invaded the European markets, and the Galician petroleum industry won for itself universal reputation and fame; it is unnecessary to dwell on the details, but it may be mentioned that the refined products, such as kerosene, gas oil and tar, have swollen the yearly production in 1913 to 1,632,000 tons.

Mineral Wax.

The production of mineral wax in Galicia reached 1,683 tons in 1913, as well as the production of phosphorites and potassium salts; the latter are the only known in the world, with the exception of those at Staatfurt in Germany.

Salt.

Wieliczka is one of the greatest salt mines in the world (about 1.8 square miles area). This mine contains approximately 21,000,000 metric tons of salt. Outside Galicia salt is obtained in the neighbourhood of Inowzoclaw (Hohensalza) in Posnania. In 1906 the output at Inowzoclaw amounted to 55,713 tons of rock salt, and 25,556 metric tons of refined salt.

Coal.

With further references to the natural resources of Poland, the figures as to their productiveness are available only to 1913. They are as follows:—

Coal production—

Upper Silesia in 1913..	43,801,000
Lower Silesia in 1912..	5,400,000
Dombrowa (Congress Kingdom)..	6,834,000
Cracow (Galicia)..	1,971,000
Total, tons yearly..	58,006,000

Though half a million Polish workmen extract from the mines of Upper Silesia coal amounting to about one-fourth of Germany's whole production, these Polish treasures only served to strengthen German economic power to the detriment of Poland. This Polish coal from the Silesian mines went into Congress Kingdom under the name of "Prussian coal" and was there sold, paying heavy Russian import duties.

OTHER PRODUCTS.

Copper ores are found in the mountains of Kielce and in Spiz.

Sulphur mines in Czarkowy on the Nida. In 1901 their output of ore amounted to 18,200 metric tons.

Phosphorites are found in several parts of Poland. Their output reaches twenty to twenty-five thousand metric tons annually; they are transformed into super-phosphates.

Poland also possesses excellent building materials, such as stone, chalk and marble.

Zinc and Lead and Iron Ores.

Production in 1913 amounted to 562,000 tons. These ores were mainly worked in Upper Silesia. As to zinc, lead and iron ores of Galicia, they were mainly transported to Upper Silesia; and as for the ores of the Congress Kingdom, they were worked locally.

Same can be said about the iron ores. The production for 1913 amounted to:—

	Tons.
In Congress Kingdom.. . . .	310,600
Upper Silesia.. . . .	138,200
Galicia.. . . .	16,000
Total.. . . .	464,900

The iron ores were principally consumed by local foundries. The ores used for castings were insufficient for Polish requirements, so that the country was obliged to import approximately 150,000 tons of iron ore. After providing for local needs, large amounts of iron and steel ore were exported to Lithuania and Russia. (Yearly production, 587,700 tons.)

Zinc and lead commanded the world markets, and were exported in large quantities to Russia, Hungary, Germany, England, and United States of America.

Production in 1913 amounted to:—

	Tons.
Upper Silesia—	
Zinc ore.. . . .	1,694,000
Zinc powder.. . . .	71,500
Lead.. . . .	412,600
White lead.. . . .	29,000
Congress Kingdom—	
Zinc ore.. . . .	761,000
Zinc powder.. . . .	605
Galicia—	
Zinc powder.. . . .	15,170
Lead.. . . .	2,700

METAL INDUSTRY.

(a) *Iron industry.* Congress Kingdom.

The production of iron in 1913 was as follows:—

	m. tons.
Cast-iron.. . . .	418,360
Block steel, cast-iron, etc.. . . .	629,860
Rails, sheet iron, finished iron, steel.. . . .	466,715
Wire-drawn pipes, etc.. . . .	84,540
Total.. . . .	1,599,475

(b) *Zinc.*

The output of zinc in Congress Kingdom constituted 80 per cent of the whole of Russia.

(c) Other branches of metal industry consisted of factories producing machines, boilers, and materials for building of bridges of iron; foundries producing nails, wire and iron plates; weights, tools and different instruments; iron bedsteads, household articles, etc.

Agricultural machinery and implements, locksmith and blacksmith works, factories of gold, silver and plated works, tin works, various metal products. The output of Congress Kingdom alone of the above products was valued in 1901-02 at about £11,680,000.

The quality of the manufactured metal articles and machinery was quite good, and could easily compete on the local and Russian markets with those exported into Poland and Russia by Germany.

(c) TEXTILE INDUSTRY.

The textile industry before the war occupied by far the most important place in Congress Poland; as compared with the other Polish industries its percentage was 50 per cent, and as compared with the textile industry of the Russian Empire, it was about 27 per cent. At present this great industry, which has attained a high degree of perfection in the technical organization of its factories (which possess their own gas works, fire brigades, schools, hospitals, clubs, etc.), with the constant and regular arrival of raw cotton and raw wool, will give employment to hundreds of thousands of Polish workmen and supply manufactured goods to those territories of United Poland which until now have been subjected to German and Austrian rule. The great centres of the textile industry are situated in Lodz. Szensto-chowa, Sosnowice and Piotrkow districts.

In order to demonstrate the economic importance of the cotton industry in Poland it may be mentioned that in the year 1910 the import of raw cotton to the Government of Piotrkow alone was as follows:—

	Tons.
American.. . . .	29,359
Egyptian.. . . .	1,657
East Indian.. . . .	4,746
Persian.. . . .	13,050
Russian.. . . .	12,240
Total.. . . .	61,051

According to the information collected in January, 1915, the number of spindles and looms were as follows:—

	Spindles.		Looms.	
	Self-acting.	Circular.	Under 110 cm.	Above 110 cm.
Lodz.. . . .	777,581	688,542	24,486	17,787
Sosnowice.. . . .	196,668	60,052	2,105	568
Czenstochowa.. . . .	121,156	81,464	477	1,338
Total.. . . .	1,095,405	830,058	27,068	19,693

Total, 1,925,405 spindles. 46,761 looms.

Raw wool, fine combed wool and yarn came mainly from Russia, Australian, La Plata and Cape wool were also imported. Compared with the Russian, the Polish wool industry occupied a larger place than the cotton industry, being almost three-quarters of the wool industry of the late Russian Empire. About 300,000 combed wool-yarn spindles and about 500,000 carded wool spindles, 6,000 to 7,000 power looms, and about 3,000 hand looms were employed in the wool industry in the Lodz district in 1912.

(d) Linen Industry.

The great Polish linen industry is concentrated in the Zyrardow factories near Warsaw, turning out all kinds of linen goods, including underclothing. Fine cotton goods, stockings and jersey goods were only made in limited quantities, because the comparatively low duty on goods of this kind encouraged import from abroad. Beside the linen spinning and weaving, there is a cotton-spinning mill with about 35,000 spindles, a wool-spinning mill with about 800 looms and one of the largest factories for stockings and knitting goods with about 1,800 knitting machines. The value of the total output in 1913 to 1914 was about £2,170,000.

(e) SUGAR INDUSTRY.

Before the war, fifty-three sugar mills were working in Congress Poland, constantly increasing their total production. At present only thirty-four sugar mills

are partially working, producing 500,000 q. of sugar. The other nineteen sugar mills are at a standstill, out of these seven are almost completely demolished, so that there is no immediate possibility of reconstructing them.

The sugar industry in Posnania and Western Prussia is of quite a different type. The twenty sugar mills there cultivated an area equal to that of the fifty-three sugar mills in Congress Poland. Posnania can produce one and a half times more sugar in her twenty mills than Congress Poland in her fifty-three.

The surplus of the future production will probably be sold in Russia and Ukraina, considering the entire devastation of this branch of industry in these countries.

(f) THE ALCOHOL INDUSTRY.

It seems desirable on trade grounds to encourage an industry that will in future be able to export.

We are able to give according to Russian and German official statistics for the years 1912 and 1913 respectively the following data:—

	Distilleries. Hectolitres.	Sugar Refineries. Quintals.	Breweries. Hectolitres.
Posnania..	596,000	210,000	486,000
West Prussia..	261,000	2,285,000	654,000
Galicia..	659,000	185,000	1,305,000
Congress Poland..	560,000	2,286,000	1,467,000

Before the war sugar was principally exported to Lithuania, Petrograd and Finland, and also to Great Britain. The exports to the latter country amounted on an average to over 3,000 tons, valued about £500,000.

(g) OTHER BRANCHES OF INDUSTRY.

(1) The clothing industry occupies rather an important place in the industrial production of Congress Poland. Its principal branches were bootmaking, ready-made clothing, hats, artificial flowers and feathers. Twenty-five thousand workmen were employed in 1910, and the average annual output was estimated at over £5,000,000.

(2) The cement industry was also prospering. The annual production of the cement works rose from 1,400,000 barrels of 360 pounds in 1911, to 1,650,000 in 1912, and 1,985,000 in 1913. In this latter year there were seven cement works and three new ones were under consideration.

(3) The Polish tanning industry consists of large numbers of small establishments of low technical efficiency. An organization has now been formed embracing all the tanneries in Congress Kingdom, Posnania, and Galicia with a view of reviving the production of 1914 standards and supplying with raw materials glue, gelatine, horn and fancy leather industries and trades.

(4) There were 17,259 men engaged in the wool industry (1914) in Warsaw and Czenstochowa districts in 879 works, their annual output valued at £2,461,000. Furniture and other wood factories: There were in Galicia (1917) fifty-eight works employing a total of 1,235 hands. These factories were of medium size, and produced for the most part building materials. Many of the other establishments are worked without motive power, and employ 7,000 workmen.

(5) The production of glass in Congress Kingdom alone, prior to the war, totalled 2,400 tons, worth £550,000. Six factories engaged 5,800 workmen, of which 18 per cent only are employed now. The trade exported 60 per cent of its productions to Russia before the war, but the home market can now take all the supply. Seventy-five per cent of the capital of this industry is Polish.

(6) The paper industry is well developed, of good technical efficiency, but specializing in low quality paper. In Congress Kingdom fourteen factories were at work in 1914, employing 4,000 workmen, of which only 10 per cent are active to-day.

(7) The development of the starch industry was constantly increasing, and in 1913 there were fifty-three starch factories, producing about 20,000 tons of starch, and supplying it to textile works, paper factories, chemical works, breweries, yeast factories, soap factories, etc.; in 1915, twenty-one works were destroyed by the Germans, and out of these only seven have been put in working order again. In 1917-18, owing to lack of raw materials and devastation by the war, there were only twenty-two starch factories working.

(8) The chemical industry, unfortunately, has been very little developed. This was due chiefly to the prohibitive duty on salt and other products imported from abroad, such as coal tar, lead, linseed, sunflower, and cocoanut oils; paraffin wax and tallow from Scotland, which are indispensable for the chemical industry, and also to the high railway tariff for the transport of Russian salt. The imports from abroad amounted to £1,750,000, and from Russia to £1,250,000; while the export to Russia and abroad was estimated at only £760,000. Thus the chemical industry shows a large deficit for Congress Poland. The chief imports from abroad, £240,000; pharmaceutical products, £220,400; superphosphates and Thomas scoria, £222,000; Staatsfurt salts (potassium salts), £190,800; tanning extracts, £159,000; nitrate of soda, £116,600.

(9) Sulphuric acid and superphosphates industry: The factories of these substances are of prime importance for the textile industry, etc. In Poland, the manufacture of sulphuric acid was intimately associated with that of superphosphates. In 1914 there were in Congress Kingdom ten factories making sulphuric acid, of which five produced superphosphates; during the war one factory of superphosphates.

[Part III, on Opportunity for British Trade, will be published in the next number of the *Weekly Bulletin*.]

THE PORT OF GENOA.

Genoa, a fortified city, situated in the gulf of Genoa, at the foot of the Apennines, on the Bisagno river, capital of the province and the most important seaport in Italy. While deserving its title as viewed from the sea, "Genoa the Superb," it is in reality built awkwardly on irregular, rising ground, and consists of a labyrinth of narrow and intricate streets. Population (1915), 300,139.

The port serves not only as the channel through which goods destined to or coming from the industrial centres of northern Italy pass, but also enjoys a large share of the trade of Switzerland, and competes with Antwerp, Rotterdam, Bremen, and other northern ports for the trade of central Europe. Consisting of a semicircle about 4,900 feet in diameter, its water area is 20,875,000 square feet, of which the old port comprises 10,115,000 square feet and the outer port 10,760,000 square feet. The area of the present docks and quays is about 5,875,000 square feet.

Approximately 25 per cent of the foreign trade of Italy is handled at Genoa. Imports largely exceed exports, the imports amounting to 6,562,097 tons, and the exports to 900,804 tons. Of the total tonnage, approximately 30 per cent is made up of coal, the imports of which in normal times amounted to nearly 3,000,000 tons annually. Next in order of importance among the commodities handled is grain, followed by metals and their manufactures, lumber, cotton, wines, spirits, oils and chemicals. In 1916, 4,695 vessels cleared at Genoa, the total tonnage being 5,232,083 tons. Ambitious plans for the enlargement of the port, which have received the approval of the authorities, call for an expenditure of 300,000,000 lire, and will increase the area of docks and quays threefold, and will place Genoa in the front rank of the world's seaports.

TRADING IN SPAIN.

TRADE COMMISSIONER W. McL. CLARKE.

PART IV.

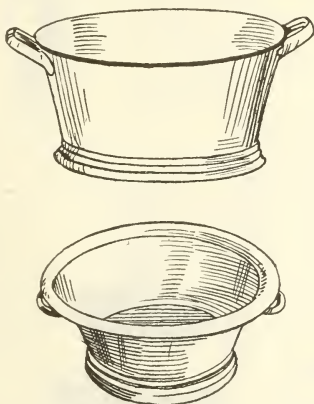
The Spanish Markets—*Continued.*

THE ENAMELLED WARE TRADE.

Austria had no monopoly of enamelled ware trade in Spain. Not only was German, French and Swiss competition appreciable, but two Spanish firms were also able to take care of some part of the home requirements, and since the war their business has considerably developed, even though the production is of an inferior quality. The consuming market, however, is stated to be relatively large, and a higher grade article, even if at a slightly elevated price, would undoubtedly, it was stated, find many buyers. From the inquiries made it would seem that Canadian firms would, and should, get a share of this trade.

The illustrations inserted show some of the more popular articles and types in demand.

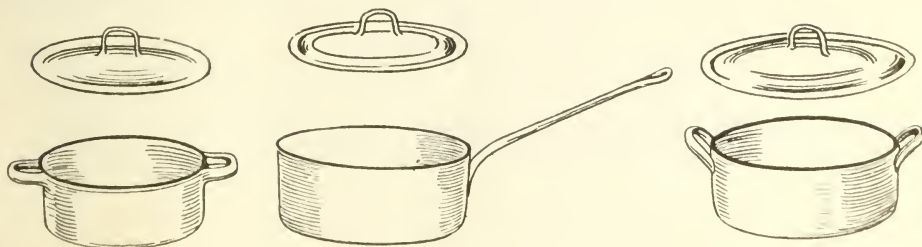
FOOT BATH TUBS.



Oval, 35-70 cm. in grades of 5 cm., made with or without feet, and with fixed or movable handles.

Round, 30-60 cm., in grades of 5 cm.

SAUCE PANS.



Sauce pans are sold generally in the following sizes:—

8 cm. for 1/5 litre.
14 cm. " 3/4 "
20 cm. " 2 "
26 cm. " 4 1/2 "
32 cm. " 8 "

10 cm. for 3/8 litre.
16 cm. " 1 "
22 cm. " 2 1/2 "
28 cm. " 6 "
34 cm. " 10 1/2 "

12 cm. for 1/2 litre.
18 cm. " 1 1/2 "
24 cm. " 3 1/2 "
30 cm. " 7 "
36 cm. " 12 1/2 "

POTS AND KETTLES.



The enamelled pots shown above in the first two rows, are sold in the following sizes:—

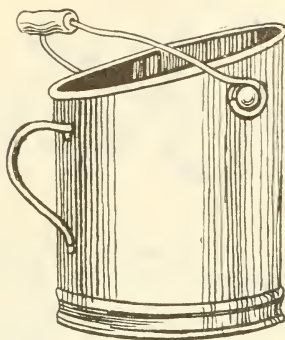
6 cm. for 1/2 litre.
 10 cm. " 1 1/2 "
 16 cm. " 3 "

7 cm. for 3/4 litre.
 12 cm. " 2 "
 18 cm. " 3 1/2 "

8 cm. for 1 litre.
 14 cm. " 2 1/2 "

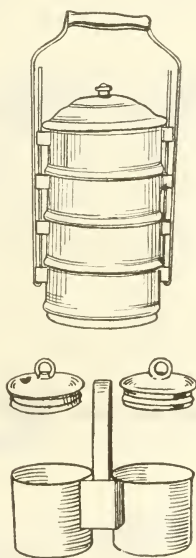
Those in the third row range from 10 cm. to 32 cm.

SPANISH DUST-PAN OR GARBAGE CAN.



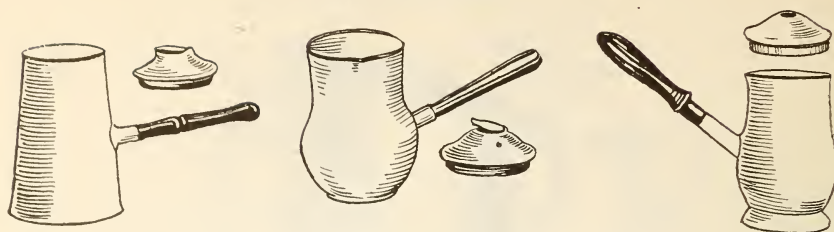
The above illustration shows the peculiar type of dust-pan used generally in Spain, which is really a cross between the Canadian dust-pan and garbage can. It is sold in two sizes, 24 and 26 centimetres.

DINNER PAILS.



The workmen have their dinners carried to them in receptacles as shown above. Cut 29 may be of 2, 3, 4 or 5 compartments in sizes of 12, 14, 16 and 18 cm. Cut 30 is sold in sizes of 10, 11, 12 and 14 cm.

CHOCOLATE POTS.



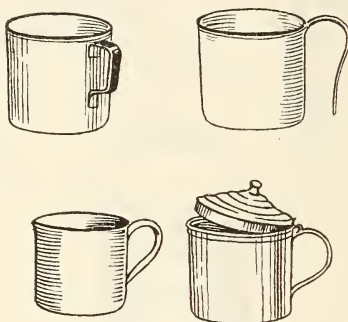
The above illustration shows the distinctive type of ordinary chocolate pots so often met with in Spain. The sizes are as follows:—

6 cm. for 1/4 litre.
7 1/2 cm. " 3/4 "
10 cm. " 1 1/2 "

6 1/2 cm. for 3/8 litre.
8 cm. " 1 "

7 cm. for 1/2 litre.
9 cm. " 1 1/4 "

CUPS.



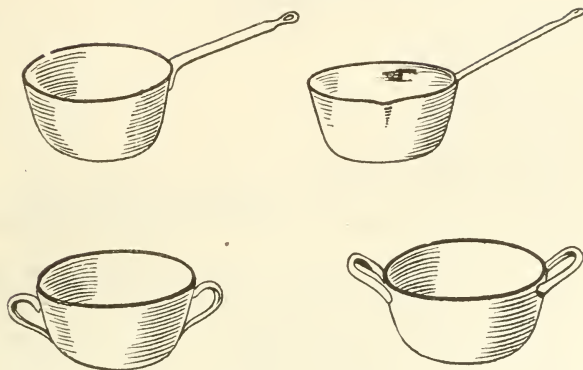
Various types of cups sold in Spain in the following dimensions: 6, 7, 8, 9, 10, 11, 12, 14 and 16 cm.

FRYING PANS.



The foregoing cuts illustrate different kinds of frying pans in ordinary use. The round are sold in 12, 14, 18, 24 and 28 cm., the oval are sold in 26 cm.

CASSEROLES.



The above shown casseroles are offered in the following sizes:—

8 cm. for $\frac{1}{5}$ litre.	10 cm. for $\frac{3}{8}$ litre.	12 cm. for $\frac{5}{8}$ litre.
14 cm. " 1 "	16 cm. " $1\frac{1}{2}$ "	18 cm. " 2 "
20 cm. " $2\frac{3}{4}$ "	22 cm. " $3\frac{3}{4}$ "	24 cm. " $4\frac{1}{2}$ "

Another type of casserole commonly seen is the one shown immediately hereunder, measuring 16, 18, 20, 22, 24, 26, 28, 30 and 32 cm.



OTHER ENAMELLED ARTICLES.

In addition to the foregoing there are many other commonly used enamelled articles such as,—

Soap cups, 10 and 12 cm., perforated and solid.

Washbasins, 12 to 50 cm., some of which are made with stop-hole in bottom.

Conical slop pails, 16 to 34 cm.

Cylindrical slop pails, 20 to 26 cm.

Bath-room pitchers, in sizes of 18, 20, 21 and 23 cm., holding 4, 5, 6 and 8 litres, respectively.

Commodes and bedpans.

Candlesticks, 11 cm.

Spitoons, high round 20 cm.; low round 20 cm.; rectangular 24 cm.

Cup strainers, 12, 14, 16, 18, and 20 cm.

Tea strainers, 9 cm.

Long spoon strainers, 7, 8, 9, 10, 11, 12, 13, and 14 cm.

Basin strainers, 18, 20, 22, 24, 26, 28, and 30 cm.

Graters, 18, 20, and 22 cm.

Steaming kettles, 14, 16, 18, and 20 cm.

Long kettles for cooking fish, 30, 35, 40, 45, and 50 cm.

Coffee pots for holding $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3 litres.

Milk pitchers, with covers for $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3 litres.

Milk cans, 8, 10, 12, 14, 16, 18, and 20 cm.

Bowls, 10, 11, 12, 13, and 14 cm.

Conical and spherical funnels, 8, 10, 12, 14, and 16 cm.

Soup dishes, 18, 20, 22, and 24 cm.

Vegetable dishes, 18, 20, 22, and 24 cm.

Plates—round, 20, 24, 26, 30, 32, and 36 cm.; oval, 28, 30, 32, 34, and 36 cm.; deep, 26, 28, 30, 32, 34, 36, 38, and 40 cm.

Cups, 7, 8, 9, and 10 cm.

Teapots, 12, 14, 16, and 18 cm.

Sugar bowls, 12 and 14 cm.

Teakettles, 14, 16, 18, 20, 22, and 24 cm.

Electric light and gas reflectors.

Laboratory and photographic utensils.

White is the predominating colour, although dark blue, red, green, pink, and light blue enamelled articles are seen, as are also the mottled coloured products, with white enamel used on the inside.

A complete range of Canadian samples should be shown to the trade by a home representative if possible, who can speak Spanish. Business is to be had, but it will come to the most energetic and accommodating.

It is of interest to note that cast-iron hollow-ware has hardly any sale in Spain, as the ordinary charcoal stove which is used allows only thin pots and pans. Fancy tinware is imported at present mostly from France.

MACHINE TOOLS.

The pre-war conditions of the machine tool market have considerably changed, with the introduction of a new factor, viz., the Spanish product itself. Unable to draw supplies, as formerly, from overseas markets, and with many orders to execute for the Allied armies, in which machine tools were absolutely necessary, the Spaniard began to copy English and American models, and as a result there have sprung up a score or so of companies which devote themselves to this work, turning out small planing machines, small milling and shaping machines, and various types of lathes. But the Spaniard may hardly be considered as a permanently strong competitor in these lines, for the reason that his production is of a very poor finish, his construction often not accurate, and the cost of manufacturing high.

Germany had made a strong bid for the machine tool trade of Spain and had succeeded by solicitation and perseverance in securing a large part of the trade that one time belonged to Great Britain. Not only was the German salesman more active, but it was pointed out to the writer that the British machine was often too enduring, too heavy and too expensive. The phrase used by one large importing house was that "the English machine would never wear out," and valuable though this quality might seem, yet with the constant improvements taking place in machine tool manufacturing, the Spaniard often preferred to scrap the old and buy the most up-to-date model. It is in this respect that the United States article has especially satisfied the Spanish market inasmuch as the latest improved designs have been offered, and at a lower price than the longer-enduring though more antiquated British machine. In fact the Americans have been very active of late in pushing their machine tools, with the result that the market at present is considered by some buyers to be overstocked. However, there is an evident determination to make Spain a greater industrial nation, and this achievement will entail more extended importations, and it is in this market of a larger demand that Canada's opportunity seems to lie. The Canadian machine tool with its excellent construction, its most recent improvements and its superior finish, would undoubtedly appeal if only an effort was made to get a part of this trade. The competition to be met will be German, English, American, and in some lighter and cheaper lines, French, but provided Canadian manufacturers can quote comparative prices at least c.i.f. Spanish port and will stock Canadian machine tools, there would seem to be an opening for the Canadian product.

SPECIFICATION OF MACHINE TOOLS.

The following general specifications of some of the more important machine tools in use were given the writer by a large firm of importers at Bilbao:—

Screw cutting machines—

Distance between Centres. Millimetres.	Height of Centres. Millimetres.
1,000	160
1,500	200
2,000	250
2,500	250
3,000	250
3,500	300
4,000	350

Vertical Drilling Machines—

For Drilling up to a Diameter of Millimetres.	Distance of Column from Spindle. Millimetres.
20	250
25	300
32	350
40	375
50	400

Radial Drilling Machines—

For Drilling up to a Diameter of. Millimetres.	From Column to Spindle. Maximum Distance. Minimum Distance. Millimetres. Millimetres.
60	1,000 250
75	1,200 300

Shaping Machines.—Tool movement, 300, 400 and 600 mm.

Planing Machines.—Planing length 4,000 mm., width 1,100 mm., length 1,100 mm.

Milling Machines.—Single of 20-inch, 25-inch, 28-inch, 30-inch, and 34-inch diameter feed table.

It is to be expected that the development of the shipbuilding industry in Spain referred to in another section of this report, will call for the various kinds of machine tools used in vessel construction. Up till now the supplier of these tools has largely been Great Britain.

TRANSMISSION MACHINERY.

About 75 per cent of the Spanish business done in the split pulley of pressed steel, goes to American houses, despite the high prices asked for this product. Supplementing this importation is the native-made cast-iron and forged pulley, and the wood pulley ranging from 150 to 2,000 mm. in diameter, and from 80 to 500 mm. in width.

There is also manufactured locally steel shafting up to 19 mm. as well as bearings or plumbers' block, both of which have found ready buyers owing to the price of the imported American product. The complaint was also made that because of poor packing the goods often arrived from the United States twisted and oxidized. France, however, has been doing some business of late in the steel shafting trade. The diameter of the shafting in demand is 10, 12, 15, 18, 20, 22, 24, 25, 28, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 100, 110 mm., while its length should be about six metres.

Both leather belting and balata belting are produced in the country and a successful Canadian introduction would depend principally upon the laid down cost. Leather belting is offered in widths varying from 20 to 600 mm. A special camel-skin belting made in England also has a limited sale in those establishments such as paper or colour factories where there is much steam and humidity. England normally does a considerable business in balata belting.

PIPES AND TUBING.

One of the largest British importing houses in Barcelona informed the writer that a good opportunity existed in Spain for the extending of Canada's trade in water and gas pipes, and it was further stated that some shipments had already come

forward. In 1913 Spain imported approximately 11,000 tons of wrought-iron and steel tubing, solid drawn or lapwelded, and about 630 tons of accessories, the principal contributing countries for tubing up to 45 mm. diameter and from 45 mm. upwards being Germany, Great Britain, Belgium, France, and the United States, in the order named.

Great Britain at one time practically enjoyed a monopoly of the trade in the ordinary iron W. 1 screwed and socketed black and galvanized tubing, but gradually lost ground to Germany, whose manufacturers always quoted in the metric system and in francs or pesetas. United States firms have also entered the market and have built up a substantial business. Spanish competition, although it exists in lap-welded and butt-welded tubing up to about 3-inch diameter, need not be a discouraging factor to the foreign exporter, as the national capacity of production is still small, and the article manufactured as a rule inferior in quality. The weldless steel tube trade has been almost altogether in the hands of the Germans, who have supplied a good quality article at a much lower price than that offered by other countries. There is a not unimportant demand for both the lap-welded and weldless tubing, and Canadian manufacturers would undoubtedly secure a much larger part of the business, if delivery could be advantageously effected, and shipments sent directly from Canadian port, rather than via New York. In fact, the importing house previously referred to stated that although it had handled Canadian tubing, the name of the Canadian manufacturer was not made known by the New York merchant firm, which invoiced the order. Such methods are extremely unfortunate and highly disadvantageous to permanent Canadian export business.

With regard to cast-iron pipes for Spanish waterworks, the trade is carried on principally by those countries which have waterworks concessions or properties in Spain, viz., Great Britain, France and Belgium, the first named sending a more solidly constructed pipe than the lighter Belgian and French manufacturer. Germany has not made any appreciable bid for this trade, but the United States during the war showed signs of activity, and has been doing its initial business.

Malleable, and not wrought iron, screwed fittings are asked for, the latter being considered too heavy. Germany, the United States, Switzerland and Spain have the trade in this line.

STEAM AND WATER VALVES.

Steam and water valves of iron were imported from Germany to Spanish specifications, and are also manufactured locally. Bronze valves and fittings are made locally, and imported from the United States. The following specifications illustrate the principal types being sold:—

IRON VALVES.

Passage. Millimetres.	Diameter of the Flange. Millimetres.	Distance from Flange to Flange. Millimetres.
10	80	80
15	80	85
20	95	110
25	110	120
30	120	135
35	135	140
40	140	150
45	145	160
50	155	165
60	175	200
70	185	232
80	200	248
90	215	275
100	230	293
110	245	320
120	260	340
130	275	360
140	285	380
150	290	400
160	300	420
175	320	450
200	350	500

BRONZE VALVES.

The specifications of the bronze valves are as follows:—

Millimetres.	Inches.	Millimetres.	Inches.
6	$\frac{1}{4}$	50	2
10	$\frac{3}{8}$	60	$2\frac{1}{4}$
15	$\frac{1}{2}$	70	$2\frac{1}{2}$
20	$\frac{3}{4}$	80	3
25	1	90	$3\frac{1}{2}$
35	$1\frac{1}{4}$	100	4
42	$1\frac{1}{2}$		

Solid drawn copper tubes up to 3-inch inside diameter are manufactured in Spain, as are also solid drawn brass tubes. The demand, however, is considerably greater than the native supply.

WOOD-WORKING MACHINERY.

The trade in wood-working machinery was at one time done to a large extent by German houses, while the United States are now active in this field. It is reported that business is continually offering, and some of the machinery in constant request was specified to be as follows:—

Horizontal bandsaws with pulleys and frame—diameters of 700, 800, 900, 1,000 and 1,100 millimetres.

Planing machines—1,600 by 350 and 1,600 by 400 millimetres.

Moulding machines—800 by 720 millimetres; shafting, 40 and 50 millimetres diameter, with tools.

Horizontal mortising machines, with arrangement for squaring and for holes up to 30 millimetres.

Brazing apparatus up to 50, 60, 80 millimetres width.

Apparatus for filing bandsaws up to 50, 60, 80 millimetres breadth.

Circular-saw machines with attachments.

ENGINES.

The writer was informed that opportunities existed for the introduction of Canadian gas-engines, provided prices and terms were made competitive. This field was intensively exploited by the Germans, especially in the larger make of engine, but English, Italian, Swiss, Belgian and Swedish engines can also be noted throughout various parts of Spain. The German engine was as a rule cheaper than the English product, generally not so heavy, and finished off in an attractive style, while the Germans were also prepared to manufacture the engine according to the standards desired by the Spanish buyer, and to concede favourable sale terms.

The use of gas-engines in connection with irrigation and those activities where pumping machinery is employed will, it was stated, continue in all probability to be popular, especially in those parts where electrical development has not commenced, or is unlikely to take place. One serious drawback, however, to the wider application of the gas-engine is the high price of refined oils in Spain.

The writer also received inquiries for auxiliary engines to be used on trawlers, small cargo boats and wooden fishing craft. These are manufactured on a small scale locally, but the demand would seem to be greater than the present supply.

TURBINES.

About nine-tenths of the Spanish trade in steam turbines has been handled by German and Swiss houses. The English steam turbine is also favourably known in Spain. Canadian success in this line would largely depend upon price and representation. The water turbines existing in Spain at present are mostly of Swiss origin.

ROLLING STOCK AND RAILWAY MATERIAL.

Germany had succeeded during pre-war days in so manipulating the Spanish locomotive market that practically the bulk of the orders, especially in connection with the most important railways, came her way, and this she did in spite of Belgian, French and English competition. In the first place Germany was always willing to construct the engine to the detailed specifications and likings of the Spanish company, and in the second place her prices were lower in Spain than those of her competitors, even if higher at home and in less competitive markets for a similar engine. The German representatives for getting this business were technical men, speaking the native language or French—as the French are financially and directly interested in the big trunk lines—and who being able, in addition, to show drawn specifications and findings of actual tests, ingratiated themselves and pocketed the order. On the secondary lines the same story is true, although English, Belgian and French locomotives are not uncommon, even if they bear older dates. The tendency also here was toward the eliminating of other competitors. With the outbreak of war, the German business was of course suspended, and the United States began to bid with success, in a less keenly-contested market, and already American locomotives are seen running on the main lines.

The locomotive supplied to the Spanish railways by Germany, and the type predominating in Spain, is the steam superheater (Schmit system). The steam pipes are usually of iron and made locally. The most common form of brake is the vacuum.

Native Spanish timber is used to a large extent in the manufacture of railway wagon bodies, which with the frames are constructed locally to no small extent. To supplement the home production, German, French and Belgian cars were also sent forward, particularly those made in Germany and Belgium, and since the war the United States has obtained several important orders.

The well-known metallurgical firm, the Altos Hornos of Viscaya, which belongs to the International Steel Rail Syndicate, not only take care of the major rail requirements of the Spanish roads, but in normal times exported rails to Central and South American countries. The type of rail used on the newer lines of the broad gauge railroads is 40 to 45 kilogrammes per metre, and on the older lines 30 to 35 kilogrammes. The narrow-gauge railways use rails of about 30 and 20 to 22 kilogrammes on the new and old lines respectively. The import trade in rails is centred in the lighter product for the mines, but these also are largely supplied at home.

From Germany and Belgium principally came tires, wheels, axles, and springs, with shipments latterly from the United States. Wheel centres for locomotives were generally imported from Germany, and connecting rods are also most often of foreign origin. Other railway material which Spain finds necessary to purchase abroad are buffers, cylinders, copper fire-boxes and general steel accessories, as the home supply is outstripped by the demand. Fish plates, tie-rods, sole plates and dog-spikes are generally manufactured locally.

With regard to electrical tramways, these are practically in the hands of the Belgians who operate the services in the principal Spanish centres, except at Seville, where the firm is German, and in Valencia, Vigo, Valladolid and Coruna, where Spanish companies control. Electric tramways are either made in the country or imported from Germany, which has financial interests in the foreign companies operating the different lines. Some few American cars have also been imported. The rails for the electric service, as well as the wheels and axles, are either manufactured in Spain or bought in Belgium and Germany.

In view of the fact that much of the present rolling stock in Spain is dilapidated, and in view of many schemes now on the tapis for improving the present railway systems and for the development of new lines, it seems worth while for Canadian plants to keep themselves posted with possible and probable openings in Spain. Representation on the spot could be recommended provided proper shipping facilities would allow Canadian competition. The many projects for the electrification of railway lines should also be carefully watched.

THE IRON AND STEEL TRADES.

In outlining the Spanish industries, reference was made to the important iron and steel trade which has developed in Spain. Not only is pig iron produced, but ingots, blooms, billets, iron and steel castings, engineering castings, angles, bars, rods, shapes and sections; and in consideration of the inherent strength of this native industry, its accessibility to iron ore deposits, and the favourable quality of products turned out, it hardly seems that there is any scope at present for Canadian export trade in these lines. In special tool steel, however, the Canadian product might advantageously be made more widely known, especially as Canadian trade marks are competing with Sheffield steel in other foreign countries.

STRUCTURAL STEEL AND SHEETS.

Structural steel for bridges, etc., is fabricated in Spain, although it may happen that the projected railway and other engineering developments, if and when realized, will not be adequately met from native sources. The home production of thin sheet iron and galvanized sheet iron is virtually sufficient for domestic requirements. Tinned plates on the other hand are at present greatly in demand, although formerly about two-thirds of the Spanish need was met by native industry.

WIRE PRODUCTS.

Commercial iron rods for wire drawing were before the war, mostly of Belgian origin, but since hostilities the native product has been utilized. There are about ten important firms in Spain drawing wire, eleven manufacturing nails, three making wire netting and cloth, five turning out barbed wire, and two producing spring wire. Fine steel wire for spring manufacture has been imported from the United States and Germany, and is not made locally to any extent. German and English plants supplied Spain with her card wire, and orders have also been placed in the United States. The wire rope used so extensively in the mines and for other purposes, has been imported almost exclusively, the countries of origin being Great Britain, Germany, France, Belgium and the United States, Germany and Belgium specializing in a flat wire rope for winding. In endeavouring to capture any wire trade which might be offering, it is of vital importance that quotations be given, as by the Germans, according to the metric system.

MINING MACHINERY AND SUPPLIES.

In view of the importance of the mining industry in Spain, and its continual requirements, it seems reasonable to predict that given direct shipping connections and a determined and intelligent endeavour on the part of Canadian firms engaged in manufacturing mining machinery or mining supplies, there should be a Canadian opportunity, especially as a very large portion of the material has to be imported. English interests are to the fore in Spanish mining, and the conscious or unconscious British sentiment for British goods should to some extent tell in Canada's favour. Air compressors and rock-drills are largely imported from the United States, which has carried on an extensive advertising campaign in mining supplies.

Excavating machinery is supplied by both Great Britain and the United States. Germany normally had a good lead in crushing machinery, in portable railway material, while in mine wagons a French firm did the leading business, Great Britain also competing. Steam and electric winders were supplied almost exclusively by English houses.

The development of the coal-mining industry in Spain has demanded, and will it is stated continue to call for, all kinds of coal-mining accessories.

TIN-CANNING MACHINERY.

The writer was informed that some Canadian trade might be had in canning machinery owing to the growing importance of the Spanish tinned goods industry. The various machines required are often copied locally from English and French models, so that laid down cost and modern improvements would probably be the determining factors in any Canadian introduction.

GROWING USE OF FUEL OIL FOR LINERS.

(The Times Trade Supplement.)

The vogue of fuel oil is still expanding, and every week brings new evidence that this is so. Just before writing one sees the announcement in *The Times* that the great liner *Aquitania* is to be converted from coal to oil. This is merely an incident, and it may be stated unhesitatingly that all large British passenger liners will sooner or later adopt liquid fuel.

The question of the supply of such fuel is very interesting, and this is developing from week to week. The view taken by the present writer has been that this supply will be adequate for years to come, but that the era of cheap oil fuel is passing by. One of the most notable series of events in this connection recently has been the completion by the Mexican Eagle Oil Company of three wells in the Naranjos field of Mexico with a total daily output, if they are allowed to flow, of about 180,000 to 200,000 barrels. One notes a statement in the press that Sir Marcus Samuel puts the capacity of these wells at a total of 30,000 tons daily. If that is so, he is reckoning rather more than six barrels to the ton, which would indicate a heavy oil. Most Mexican oil is heavy; but it is by no means a bad fuel oil, especially considering its price. Readers hardly need to be informed that the British Admiralty have been large purchasers of Mexican oil fuel.

The reduction in the price of coal announced this week hardly affects the question in these islands of oil fuel as against coal. The proposition stated in these notes some weeks ago still holds good, namely, that as far as United Kingdom consumption is concerned oil at £6 per ton or less is better value than coal at £3 per ton. Meanwhile, the large oil groups of the world are as quickly as possible pushing ahead the establishment of oil fuel stations at convenient points along ocean routes.

PORTUGUESE IMPORT CONTROL AND DUTIES.

(United States Commerce Reports.)

A cablegram of December 5 from Consul General Lowrie, Lisbon, states that the Government of Portugal has issued a decree doubling the duties on all imported goods not regarded as absolute necessities and placing imports under the control of the Government. It is stated also that the banks are not permitted to sell foreign exchange unless authorized to that effect by a special commission.

Steps were taken by the Portuguese Government in 1918 to increase the duties by requiring the payment of a certain proportion in gold or its equivalent, and special surtaxes were imposed on imports of goods of the class of luxuries. These luxury surtaxes were in some instances higher than the original import duties. The report received from the consul general in Lisbon does not indicate whether these luxury taxes will continue to be collected in addition to the increased rates of duty. A statement regarding the surtaxes on luxuries and the payment of import duties in gold will be found in Foreign Tariff Notes, No. 29, pages 208-210.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending December 19, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	124,158	20,300	50,989	...	29,012	224,459
Empire Elevator Co.	130,571	105,392	122,801	12,018	23,532	394,314
Consolidated Elevator Co.	294,154	37,492	52,117	25,670	6,711	416,144
Ogilvie Flour Mills Co.	182,864	95,919	56,199	...	36,044	371,026
Western Terminal Elevator Co.	273,071	33,710	11,167	11,618	6,928	336,494
G. T. Pacific.	251,768	163,101	46,345	16,902	21,248	499,364
Grain Growers' Grain Co.	279,905	246,905	106,834	...	59,563	693,207
Fort William Elevator Co.	305,923	203,523	29,311	9,027	7,475	555,259
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	432,188	9,509	9,965	44	69	451,775
Port Arthur—						
Port Arthur Elevator Co.	385,132	189,057	114,525	1,019	43,336	733,069
Sask. Co-op. Elev. Co.	703,969	135,301	32,994	19,163	15,097	906,524
Can. Govt. Elev.	81,489	53,925	25,073	50,543	7,582	218,612
Thunder Bay.	160,981	156,106	71,478	7,730	8,717	405,012
Davidson & Smith.	42,912	64,931	10,879	...	1,081	119,803
Eastern-Richardson.	198,849	66,831	30,049	2,756	29,653	328,138
Grain afloat—						
Vancouver Can. Govt. Elevator.	1,588	23,019	...	...	...	24,607
Total public terminal elevators.	3,849,522	1,605,021	770,726	156,490	296,048	6,677,807
Saskatoon Can. Government Elevator..	429,618	424,210	2,338	...	†3,671	856,166
Moosejaw Can. Government Elevator..	330,540	191,026	6,056	6,636	1,270	539,199
Calgary Can. Government Elevator....	1,485,976	379,680	32,318	182	5,629	1,903,785
North Transcona, C.P.R.						-
Total interior terminal elevators	2,246,134	994,916	40,712	6,818	10,570	3,299,150
Depot Harbour.	84,062	...	...	...	...	84,062
Midland—						
Aberdeen Elevator Co.			Not	reported.		
Midland Elevator Co.	481,056	493,348	84,079	...	147,492	1,205,975
Tiffin, G. T. P.	869,385	...	...	...	...	869,385
Port McNicoll.	1,631,970	1,208,328	299,783	...	31,751	3,171,832
Collingwood.						-
Goderich—						
Elevator & Transit Co.	851,352	38,012	...	...	...	889,364
Western Canada Flour Mills Co., Ltd.			Not	reported.		
Toronto—						
Campbell Flour Mills Co.	200,993	6,687	...	...	...	207,680
Kingston—						
Montreal Transportation Co. ....	...	...	...	...	...	-
Commercial Elevator Co. ....	...	...	...	...	...	-
Port Colborne Dom. Govt. Elevator ...	...	...	...	...	...	-
" Maple Leaf Milling Co., Ltd.	647,577	...	...	...	...	647,577
Prescott. ....	...	...	...	...	...	-
Montreal—						
Harbour Commissioners Nos. 1 and 2.	4,419,067	615,493	37,744	...	1,297	5,073,601
Montreal Warehousing Co.	1,679,820	42,966	10,622	...	...	1,733,408
Ogilvie Flour Mills Co.	951,563	...	10,434	...	...	961,997
Quebec Harbour Commissioners.	689,840	43,975	...	...	...	733,813
West St. John, N.B., C.P.R.	664,078	249,251	174,755	...	...	1,088,084
St. John, N.B., Can. Nat. Rys.	294,373	...	...	...	15,425	309,998
Halifax, N.S., Can. Nat. Rys.	304,786	...	50,586	...	...	355,372
Total public elevators.	13,770,122	2,698,058	668,003	...	195,965	17,332,148
Total quantity in store.	19,865,778	5,297,995	1,479,441	163,308	502,583	27,309,105

† Corn. Western Canada Flour Mills Co. reports 390,425 wheat in store after this statement was prepared.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended December 19, 1919.

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—Grades.					
No. 1 Hard		3,688	78,091		81,779
No. 1 Northern		1,167,816	1,252,162	5,615,625	8,035,603
No. 2 "		778,783	336,599	2,965,534	4,080,916
No. 3 "		522,291	138,560	2,734,177	3,395,028
No. 4 Special				117,953	117,953
No. 4 Wheat		158,986	5,707	569,012	733,705
No. 5 "		33,590	5,145	66,626	105,361
No. 6 "		16,213		14,170	30,383
Other		1,168,155	429,870	1,687,025	3,285,050
Totals		3,849,522	2,246,134	13,770,122	19,865,778
Oats—Grades.					
No. 1, C.W.		109	36,749		36,858
No. 2, "		241,671	234,191	561,710	1,037,572
No. 3, "		449,098	104,101	1,009,310	1,562,509
Ex. No. 1 Feed		37,691	179,097	48,117	264,905
No. 1 Feed		113,219	135,571	63,316	312,106
No. 2 "		228,533	82,783	279,990	591,306
Other		534,700	222,424	735,615	1,492,739
Totals		1,605,021	994,916	2,698,058	5,297,995
Barley—Grades					
No. 3, extra C.W.		710			710
No. 3, C.W.		149,578	2,926	359,403	511,907
No. 4 "		313,345	14,081	75,392	402,818
Feed		113,389	11,536	192,687	317,612
Rejected		94,563	2,359	40,521	137,443
Other		99,141	9,810		108,951
Totals		770,726	40,712	668,003	1,479,441
Flax—Grades.					
No. 1, Northwestern Canada		132,029	4,542		136,571
No. 2, C.W.		14,987	1,482		16,469
No. 3, "		2,947	4		2,951
Rejected			3		3
Other		6,527	787		7,314
Totals		156,490	6,818		163,308
Rye—					
No. 1, C.W.		1,051			1,051
No. 2, "		191,868		73,110	264,978
No. 3, "					
No Grade		20,260			20,260
Rejected		45,291			45,291
Other		37,578	6,899	122,855	167,332
Totals		296,048	6,899	195,965	498,912
Corn			3,671		3,671
Total quantity in store.		6,677,807	3,299,150	17,332,148	27,309,105

Special bin.

Quantity of Wheat and other Grain in Store at Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on December 19, 1919, with comparison for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>December 19, 1919.</i>			
Public Terminal Elevators.....	3,849,522	2,828,285	6,677,807
Interior Terminals.....	2,246,134	1,053,016	3,299,150
Public Elevators in the East.....	13,770,122	3,562,026	17,332,148
Total.....	19,865,779	7,443,327	27,309,105
<i>December 20, 1918.</i>			
Public Terminal Elevators.....	11,748,524	5,545,651	17,294,175
Interior Terminals.....	2,972,349	2,038,167	5,010,516
Public Elevators in the East.....	17,121,255	1,384,668	18,505,923
Total.....	31,842,128	8,968,486	40,810,614
<i>December 21, 1917.</i>			
Public Terminal Elevators.....	4,414,921	4,559,899	8,974,820
Interior Terminals.....	66,885	1,518,088	1,584,973
Public Elevators in the East.....	15,546,132	3,423,263	18,969,395
Total.....	20,027,938	9,501,250	29,529,188
<i>December 22, 1916.</i>			
Public Terminal Elevators.....	14,913,833	10,328,287	25,242,120
Interior Terminals.....	889,513	494,618	1,384,131
Public Elevators in the East.....	6,577,614	10,204,133	16,781,747
Total.....	22,380,960	21,027,038	43,407,998
<i>December 24, 1915.</i>			
Public Terminal Elevators.....	14,623,150	7,451,122	22,074,272
Interior Terminals.....	1,054,238	127,841	1,182,079
Public Elevators in the East.....	8,192,828	6,617,060	14,809,888
Total.....	23,870,216	14,196,023	38,066,239
<i>December 23, 1914.</i>			
Public Terminal Elevators.....	4,035,632	2,819,462	6,855,094
Interior Terminals.....	1,874,516	919,806	2,794,322
Public Elevators in the East.....	8,683,060	4,855,132	13,538,192
Total.....	14,593,208	8,594,400	23,187,608

Quantity of United States Grain in Store at the Public Elevators in the East for the week ended December 19, 1919.

	Rye.	Corn.	Total.
Depot Harbour.....	242,849		242,849
Canadian Nat. Ry., St. John, N.B.....	29,320		29,320
Harbour Commissioners Elevators Nos. 1 and 2.....		3,314	3,314
Midland Elevator Co.....	275,726		275,726
Total.....	547,895	3,314	551,209

Receipts and Shipments of the different kinds of Canadian Grain at the Public Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, for the week ended December 19, 1919.

PUBLIC TERMINAL ELEVATORS.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Receipts. Rail.....	1,253,964	371,674	167,247	15,454	18,356	1,826,695
Shipments—						
Lake.....	440,631	106,500				547,131
Rail.....	144,955	459,632	60,766	40,341		705,694

INTERIOR TERMINAL ELEVATORS.

Receipts.....Rail.....	11,879	56,560	4,606	1,565		74,610
Shipments—						
Rail.....	69,849	49,115	2,863	1,503		123,330

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

*Receipts... ..Lake.....	1,311,941	293,102	344,874			1,949,917
Shipments—						
Rail.....	1,341,793	38,995	223,552		17,000	1,621,340

LOWER LAKE PORTS.

Receipts..... { Vessel.....						74,539
Shipments— { Rail.....	73,010	1,529				
Vessel.....						
Rail.....	130,933	9,595				140,528

ST. LAWRENCE PORTS.

Receipts..... { Vessel.....						
Shipments— { Rail.....	512,473	156,693				669,166
Vessel.....						
Rail.....	172,426	36,430	15,069		15,428	239,353

SEABOARD PORTS.

Receipts..... Rail.....	585,206	87,121	29,492		15,425	717,244
Shipments—						
Vessel.....	478,031		25,000			503,031

TOTAL PUBLIC ELEVATORS IN THE EAST.

Receipts..... { Lake.....	1,311,941	293,102	344,874		15,425	1,949,917
Shipments— { Rail.....	1,170,689	245,343	29,492			1,460,949
Lake.....	478,031		25,000			503,031
Rail.....	1,640,152	85,020	238,621		32,428	2,001,221

*Add 2,659 to the receipts and 52,375 to the shipments of wheat at the Georgian Bay ports. Report arrived after this statement was prepared.

NEW INCORPORATIONS.

Dominion.

Canadian Connecticut Cotton Mills, Limited. Incorporators: Francis George Bush and Herbert William Jackson, book-keepers; George Robert Drennan and Michael Joseph O'Brien, clerks; Alexander Gordon Yeoman and William Patrick Greagh, stenographers; and James Crankshaw, student—all of Montreal. Capital \$3,500,000. Chief place of business, Sherbrooke.

Manitoba Clays and Building Supplies, Limited. Incorporators: Charles Kenneth Brown, civil engineer; George Henry Vowels, accountant; Whitson Bell, broker; Jessie Agnes Field, book-keeper; and Marjorie Wilkinson, stenographer—all of Winnipeg. Capital \$200,000, divided into 3,000 shares of \$100 each. Chief place of business, Winnipeg.

Ward Baking Company, Limited. Incorporators: John MacIntosh Duff and James Grey Hamilton, barristers-at-law; Arthur Reginald Armstrong and George Wilson Moore, students-at-law; and Constance Wilking, stenographer—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Toronto.

The John Allen Safe Company, Limited. Incorporators: John MacNaughton, advocate; Robert Dodd and James Alured Rose, brokers; James Geary Cartwright, and James Burnett Taylor, managers—all of Montreal. Capital \$75,000, divided into 750 shares of \$100 each. Chief place of business, Montreal.

Bowes Company, Limited. Incorporators: Harold Learoyd Steel, Norman Stuart Robertson, Joseph Max Bullen and George McClure Willoughby, barristers-at-law; and Robert Alan Sampson, student-at-law; all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Toronto.

Vlit Manufacturing Co., Ltd. Incorporators: John Wilson Cook, K.C.; Allan Angus Magee, Theodore Bigelow Heney and Maurice Goudrault, advocates; and Margaret Teresa Darragh, accountant—all of Montreal. Capital \$150,000, divided into 1,500 shares of \$100 each. Chief place of business, Montreal.

Kel-Ola Company, Limited. Incorporators: Aubrey Huntingdon Elder, Felix Winfield Hawkett, John de Gaspé Audette, advocates; Joseph James Harold and Bartley Nelson Holtham, students-at-law—all of Montreal. Capital \$200,000, divided into 20,000 shares of \$10 each. Chief place of business, Montreal.

Eriez Stove and Manufacturing Company of Canada, Limited. Incorporators: Frank Breadon Common, advocate; Francis George Bush and Herbert William Jackson, book-keepers; George Robert Drennan and William Patrick Greagh, stenographers—all of Montreal. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal.

The Aerial Transport and Taxi Company, Limited. Incorporators: George Augustus Harrison Dysart, Arthur Long Dysart and Albert Elmer Bell, barristers-at-law; Harvey Newton Streight, accountant; and Rene Tidmus, student-at-law—all of Winnipeg. Capital \$75,000, divided into 75,000 shares of \$1 each. Chief place of business, Winnipeg.

The Canadian I. T. S. Rubber Company, Limited. Incorporators: Alfred William Briggs, Harold Rochester Frost, Ernest Macaulay Dillon and Ray Thornley Birks, barristers-at-law; Mona Belle Banks, Edith Blanch Pettit and Flora Macdonald, stenographers—all of Toronto. Capital \$800,000, divided into 8,000 shares of \$100 each. Chief place of business, Toronto.

Franquelin Lumber and Pulp Wood Company, Limited. Incorporators: Louis St. Laurent, K.C., and Joseph Alphonse Metayer, Charles Bernard Devlin, advocates; Joseph Phileas Cantin, notary, and Elzire Rochette, stenographer—all of Quebec. Capital \$550,000. Chief place of business, Quebec City.

British Columbia.

Canadian Lignite Company, Limited. Capital \$90,000. Registered office, Victoria.

Fleming Oil Company, Limited (non-personal liability). Capital \$150,000. Registered office, Vancouver.

President Silver Mines, Limited (non-personal liability). Capital \$100,000. Registered office, Vancouver.

Sun Oil Company, Limited. Capital \$100,000. Registered office, Vancouver.

White Spruce Lumber Company, Limited. Capital \$100,000. Registered office, Toronto.

Ontario.

The Bowler Orthopædic Appliances, Limited. Incorporators: Bartholomew Bowler, manufacturer; Edward John Kingstone, auditor; Walter Bennett, leather manufacturer; Charles Henry Kingstone, office manager; and Edward Joseph West, tool designer—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

Belleville Industrial Corporation, Limited. Incorporators: Henry Willis Ackerman, gentleman; William Bleecker Deacon, William Charles Springer and Lorne Wilnot Marsh, manufacturers; and Charles Mackenzie Reid, merchant—all of Belleville; and Wilson Saunders Morden, manufacturer; Ernest William McNeill, company secretary; Carroll Dana Dyke, real estate broker; Willa Evelyn Eckardt, office clerk; and Marjorie Macinnes, stenographer—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Belleville.

La Santa Lucia Gold Mines, Limited. Incorporators: Gideon Grant, Geoffrey Walters Adams, Edwin Smily and James Arthur Ryerson Mason, barristers-at-law; and Robert Roy McKay, student-at-law—all of Toronto. Capital \$1,000,000, divided into 200,000 shares of \$5 each. Chief place of business, Toronto.

International Paper Products, Limited. Incorporators: Thomas Alexander Brownlee, Ottawa, chemist; and Percy Reginald Hoad, salesman; Chauncey Eden Johnson, banker; William Wiley Schoales, company secretary; Arthur Edward Way, broker; William Joseph John Butler, newspaperman; and Edgar Alfred Hoad, mechanical engineer—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Toronto.

Feldspar Products Company, Limited. Incorporators: Joseph Patrick Walsh, barrister-at-law; George Henry Riches and George Clingan Denton, students-at-law; and Milicent Dewar and Gladys Louis Lee, stenographers—all of Toronto. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Chief place of business, Toronto.

Kalgoorlie-Kirkland Gold Mines, Limited. Incorporators: James Steller Lovell, accountant; William Bain and Ernest Harold Stewart, book-keepers; and Robert Gowans and John Henry, solicitors' clerks—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Chief place of business, Toronto.

JAPANESE-AMERICAN ALUMINIUM COMPANY.

(British Board of Trade Journal.)

Representatives of an American aluminium concern have recently arrived in Japan, according to the press, to confer with Japanese aluminium interests in the formation of a company, the proposed capital of which is yen 10,000,000, the Americans to take one-half the shares and the Japanese the other. The parties are in negotiation with the Japanese Government for water-power rights in Toyama Prefecture. The American company, having agreed to transfer to the Japanese company all its manufacturing rights and technical experience, do not wish that the shares to be offered in Japan should be open to public subscription.

TENDERS INVITED.

Australia.

VICTORIAN GOVERNMENT RAILWAY DEPARTMENT, MELBOURNE.

Tender forms and specifications have been received from Mr. C. Hartlett, Acting Trade Commissioner, Melbourne, for material required by the Victorian Government Railway Department, Melbourne.

These tender forms are open to the inspection of interested Canadian manufacturers at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (refer file No. 20603).

Tenders in conformity with the specifications are to be addressed to the Secretary, Victorian Government Railways, Melbourne, Australia.

Particulars of the requirements are briefly outlined thus:—

No.	Date of Closing.	Particulars.
32894.	February 25, 1920.	Supply and delivery of 8,094 incandescent electric lamps, as specified.

VALUATION OF NATIONAL WEALTH IN CHILE.

Contributed by George Mallett.

Valparaiso, October 15, 1919.—Steps have been taken from time to time to ascertain approximately the value of property in the different territories of the Republic. This has been a difficult problem, owing to the very primitive conditions still existing in the more remote districts. The recent application of the new law, levying tax on all land and property values movable and immovable, has produced the desired result in a more or less appreciable form.

The figures to hand are interesting as an indication of the progress of the country.

The territorial ratable values of property, public and private, urban and rural, on the present register, amount to a total of \$7,943,930,600.

The detailed figures show that six of the territorial divisions of the country possess 61.62 per cent of the value of the real estate of the whole country, as follows: Santiago 26.56 per cent. Valparaiso 11.21 per cent, Antofagasta 8.05 per cent, Concepcion 5.81 per cent, Magallanes 5.29 per cent, and Tarapaca 4.70 per cent.

The nitrate properties, valued at \$421,521,922 amount to 53 per cent of the value of the communes in which they are situated.

The coal-bearing properties, calculated on the same basis are valued at \$45,989,110 or show 37 per cent of the total property.

The superficies of Chilean territory covers 750,572 kilometres, which represents an average value of \$10,600 per square kilometre. This, according to the data in the possession of the Office of Statistics, represents a value of \$1,990 per head of the population.

The "movable" values are represented as follows:—

441 Chilean limited liability companies. Values based upon the average value of the shares during 1918.. . . .	\$1,352,906,867
160 foreign firms.. . . .	442,871,707
2,201 partnership firms (native).. . . .	403,354,249
6 foreign firms.. . . .	6,020,000
State bonds, mortgage institutions, etc..	701,035,802
Entailed guarantees, etc..	249,736
Trust funds in government keeping.. . . .	37,853,499
	<hr/>
	\$2,944,491,810

The deposits in the banks on December 31, 1918, were: Currency, \$669,526,294; in gold of 18d., \$237,018,688; in national savings banks, \$124,448,260; government and municipal treasuries, \$25,000,000.

From the general total of these figures, we have to deduct the issues of paper money and treasury notes, and add 25 per cent as a moderate figure to represent the amount of value hidden or undeclared, and of which the Department of Inland Revenue has been unable to obtain details.

On the basis of the preceding data, the wealth of the nation may be approximately estimated as follows:—

Territorial wealth or real estate.	\$ 7,943,930,600
Portable wealth calculated at 20 per cent of the preceding.	1,588,786,120
Movable values.	3,005,100,002
	<hr/>
	\$12,537,816,722

Add to this 25 per cent of undeclared or hidden values, will bring the approximate value of the wealth of the country up to \$15,672,271,902.

The value of stocks and shares of limited liability companies are taken from 1915 averages, but it is an established fact that there is a general increase up to date amounting to over 60 per cent, while real estate has risen during the present year over 10 per cent and bids fair to continue faster than ever.

This total wealth is held approximately 30 per cent by government and municipal corporations, and 70 per cent by private owners.

The undiscovered wealth lying dormant in the bosom of mother earth awaiting the pick and shovel of the pioneer is incalculable to say nothing of the producing power of the soil, and the industrial possibilities, given the indispensable working capital and manpower. Prospectors of every nationality are exhibiting a lively interest in the first; millions are being spent on irrigation works to effect the second: and schemes are being rapidly pushed forward to harness the water forces for the production of hydro-electric industrial power.

THE WORLD'S SUPPLIES OF WHEAT.

The important question of the future of wheat production, with special reference to the Empire, is dealt with at length in the current number of the Bulletin of the Imperial Institute. The annual production of wheat in the world prior to the war amounted to about 110,000,000 tons, the largest producers being the Russian Empire, with an output of 22,000,000 tons, and the United States, which provided nearly 19,000,000 tons. During the war the production in Europe as a whole, and in Russia in particular, decreased considerably, but outside Europe there was a great expansion. The acreage under wheat in Canada, the United States, Argentina, India and Australia in 1918 was over 25 per cent larger than the average acreage for the five years before the war and it is considered that, at the present time, there is a sufficiency of wheat, even without the help of Russia, to meet the requirements of the world.

As regards the future also there is reason for optimism. There are vast areas of land suitable for wheat-growing yet to be opened up in Canada, Australia, South America, Siberia and other countries, whilst the present low average yield of 13 bushels per acre is susceptible of great improvement. In recent years the increase in the world's production has been due to a great extent to an increased yield per acre, and there is every reason to believe that with the introduction of improved drought- and rust-resistant varieties the rise will be even more rapid in the future.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

3519. **Condensed milk.**—A firm in Algiers with an office in London, England, would like to secure supplies of condensed milk from Canada. They specify that the analysis of the milk must be as follows: Cream, 8 to 11 per cent; sugar, 40 per cent; sugar of milk, 1H61 per cent in tins of 14 ounces net each; water, 24 per cent; proteid, 12.28 per cent. It must also be homogeneous and very well sterilized. The maker must guarantee repayment for tins arriving in bad condition, spoilt or broken, so that they could not be put on the market. All the goods must be checked by consular agent or by a lawyer. Quotations c.i.f. Algiers, Algeria, with insurance against pilferage and missing goods. Shipments of 1,000 to 1,600 cases must be made every month. Ready to order from 10,000 to 15,000 cases of condensed sweetened milk to bear their own label and with a monopoly for North Africa. Payment to be guaranteed by their bankers in Algiers on certain specified conditions.

3520. **Household hardware, etc.**—A South African manufacturers' agent who is at present in England wishes to get into touch with Canadian manufacturers of household hardware, agricultural implements and tradesmen's tools, who are desirous of extending their market to South Africa.

3521. **British agency.**—A young business man in Hull, England, recently demobilized from the British army, proposes to establish an agency for Canadian goods and would like to arrange with Canadian manufacturers and exporters of food products to act as their sole agent for Hull and the neighbouring district.

3522. **Resin, petroleum jelly.**—A firm of oil and grease manufacturers in Australia desire to receive quotations on resin and petroleum jelly in 4 or 5 cwt. casks f.o.b. steamer, Montreal, New York or Vancouver.

3523. **Three-ply cottonwood.**—A firm of timber merchants in Australia are desirous of receiving quotations from Canadian manufacturers of 3-ply cottonwood or other similar timbers. The sizes required are 72 inches by 36 inches by $\frac{1}{2}$ inch and $\frac{3}{4}$ inch. If prices are right a considerable business can be done.

3524. **Hardware.**—A hardware merchant in Lyons, France, wants to buy from Canadian manufacturers engineers' and carpenters' tools, small tools, small machine tools, planes, bolt cutters, etc.

3525. **Hardware.**—A hardware merchant in Lyons, France, wants to buy household articles, enamel and galvanized ware, white metal goods, iron wire, cutlery, brushes, etc.

3526. **Mica.**—A factory in Versailles, France, would like samples of Canadian micas with prices. Can correspond in English.

3527. **Mica.**—A Paris house would like samples of Canadian micas. Will be glad to give all information possible as to how much they can use, price it is worth to them, etc. Must treat direct. References.

3528. **Oilcake, rice, wood-pulp.**—A merchant in Geneva, Switzerland, is in the market for the following: oilcake, samples to accompany offer with approximate analysis; 1,000 tons rice, eating quality, and 1,000 tons ordinary quality for industrial use, with samples f.o.b. Canadian port or Antwerp or Genoa; wood-pulp.

3529. **Mica.**—A Paris house would like samples of mica with prices.

3530. **Mica.**—A Paris house manufacturing electrical accessories would like samples of all Canadian micas, whether commercial or not, with offers and prices where of economic interest. This house is making a study of various micas, qualities and uses, and would therefore appreciate early answer. Will only do business direct.

3531. **Alimentary products.**—A Paris firm of importers desire to appoint representatives in every province in Canada except Quebec for purchase of alimentary products, jams, butter, cheese, lark, fish, etc., etc. Can correspond in English. This firm also wish such representatives to import French goods from them. References.

3532. **Machine and small tools.**—A business man in Paris would like to represent a Canadian machine tool and small tool house in France.

3533. **Stones.**—A firm of importers in Paris wish to obtain samples of the following stones from Canada, with information as to what can be offered: Those of Beryl family (of all colours), Chrysoberyl, spinel, topaz, zircon, tourmaline, almandite, amethyst, agate, garnet, amazonite, opal. References.

3534. **Hand pumps, motor pumps, turbines, windmills.**—A house near Paris wishes to represent Canadian firm manufacturing hand-pumps, motor-pumps, turbines, windmills, etc.

3535. **Chilled meat, butter, wheat, agricultural machines.**—A house in Paris wants to buy Canadian chilled meat, butter, wheat, and agricultural machines for Alsace. References

3536. **Chemical products tool manufacturers' supplies.**—A firm in Paris having a large wholesale clientele all over France want to represent a Canadian house which can supply chemical products and boot manufacturers' supplies. References.

3537. **Book paper.**—A merchant in Paris would like to secure the representation of a large manufacturer of book paper in competition with German exporters. All things being equal, large business promised. References.

3538. **Crude asbestos.**—An importing firm in Paris are in need of exclusive agency or representation for France of crude asbestos for manufacture in France. Samples and prices wanted, but buying must be direct from Canadian miner and not through any intermediary. References.

3539. **Metallurgical products.**—A firm in Lyons, France, wish to represent Canadian manufacturers of metallurgical products, machine tools, small tools, etc. References.

3540. **Crude asbestos.**—A firm in Rotterdam, Holland, are open to purchase large quantities of Canadian crude asbestos, and would like to receive offers and samples, also information as to delivery.

3541. **Asbestos and asbestos products.**—A European branch of a New York export and import house are in the market for considerable quantities of raw asbestos suitable for weaving, packing and pressing purposes and for the manufacture of asbestos cordage.

3542. **Flour cereals, cotton, cotton goods, wool and woollen yarns, paper pulp, papers, metals, wooden boxes.**—A firm in Athens, Greece, desire to be placed in touch with Canadian exporters of flour (for future direct trade after raising of government monopoly), cereals, wheat, barley, oats, vegetables (for future direct trade after raising of government monopoly), cotton, and cotton goods, yarns and sheetings, wool and woollen yarns, paper pulp, paper (news, writing and wrapping), metals, iron wire and galvanized, flat and corrugated sheets, black steel sheets, tinplates, copper sheets and buttons, pig lead, lead shot and pipes and sheets, also wooden houses. Specifications may be obtained upon application to the Canadian Trade Commission, 113 Rideau street, Ottawa.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 **R.S.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 **R.S.**—A Canadian soldier recently returned from France proposes to take a trip to Japan. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 **R.S.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 **R.S.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

10 **R.S.**—Lieutenant-colonel wishes to secure representation of Canadian manufacturers in France and Belgium. Has extensive connections, and has travelled over the most important parts of France, particularly Bordeaux, Marseilles, Toulon, Lyons, Nantes and Paris, getting in contact with a large number of business men. After demobilization, secured representation of ten French firms for Canada, but international restrictions prevented development of that business. Will now return to France to sell Canadian goods. Fully understands French customs and business.

11 **R.S.**—An experienced Canadian business man who held the rank of major in the Canadian overseas forces and has strong financial backing, offers the services of a well organized chain of export houses the world over for the export of machinery and metal lines.

12 **R.S.**—A Frenchman, aged 33, who lived in Canada for twelve years prior to the war and enlisted for service in France, being now demobilized, proposes to establish an agency for Canadian goods in France. He would like to hear from Canadian manufacturers desirous of having a permanent representative in France. He is fluent in both French and English and can give first-class Canadian references.

13 **R.S.**—A firm of consulting engineers, agents and contractors, all of whom were officers in the overseas forces, are establishing themselves in Montreal and England as representatives for manufacturers, merchants and shippers, the line handled to include engineering supplies, builders' hardware and other supplies, tools and machinery, pole line hardware, telegraph and telephone cable and wire. The inspection of import and export shipments of all descriptions will be undertaken. All the members of this firm served with the Canadian Engineering Force of the overseas military forces of Canada from 1914 to 1919, and are now establishing their headquarters in Montreal in their pre-war occupation. The member of the firm who will be in charge of the office in London, England, has had an extensive experience in engineering works, having had charge as engineer of very important construction work in Canada before the war. The members of the firm in Canada have had experience in the erection of mining plants, shipping terminals, wharves, sea walls, harbour and river dredging, municipal waterworks, grain-handling plants, bridge building, etc.

14 **R.S.**—Hardware and woodenware.—Two returned officers of the Canadian army are establishing themselves in London, England, as importers and selling agents for Canadian specialties and hardware manufacturers. They have to date completed arrangements giving them sole rights for Great Britain and Europe with a number of Canadian manufacturers but still have an opening for manufacturers of wire nails, screws, bolts and nuts, doors and sashes, brook and tool handles, household woodenware, builders' hardware, enamelware, horseshoes and any specialties for the wholesale and export hardware trade of Great Britain and Europe.

15 **R.S.**—Steel and iron products, machinery, etc.—A returned soldier who spent four years with the Canadian army in France, having technical and practical knowledge of the production and distribution of steel and iron products, machinery, etc., possessing a broad commercial and business training and extensively travelled, would like to get in touch with manufacturers or others who are desirous of establishing or increasing European trade. Before the war he held the position of sales manager for an important firm dealing in iron and steel products.

16 **R.S.**—A French Canadian who served in the Canadian army in the front lines for nearly four years wishes to secure an agency for Canadian firms in France. Speaks and writes English as well as French, was for ten years at the head of a wholesale wine firm; is acquainted with market prices of live stock.

17 **R.S.**—A returned medical officer (captain) who has been nearly four years on active service overseas, especially in France, where he has numerous connections among the medical and pharmaceutical professions, is seeking Canadian representation in France, for medical or pharmaceutical apparatus, and various drug products.

18 **R.S.**—A young business man with experience in Canada and the United States and well acquainted in the British West Indies, having returned from three years' service in the Canadian army overseas, would like to arrange with a group of Canadian manufacturers to represent them in Jamaica. Good references.

19 **R.S.**—A Canadian warrant officer (class 1) returned from France and Belgium, desires representation of Canadian firm or firms in Belgium. Ready market for apples and all green fruits, canned fruits, canned vegetables, canned fish, enamelware, tinware, hardware and metal dies and stamps of every description, copper, brass and nickel, kitchen utensils, brushes, wood and lumber, boots and shoes, polishes and dressings for leather and metal. He fully understands Belgian customs and business, and has already formed business acquaintances in Brussels and Antwerp which will permit him to enter the Belgian market under good auspices. He is ready to return to Belgium at once. Good references.

20 **R.S.**—Agencies in China.—A returned Canadian soldier, now resident in Vancouver, is leaving shortly for China, and desires to represent Canadian manufacturers in opening up markets in that country.

21 **R.S.**—Agencies.—Demobilized Canadian officer offers services as manufacturers' agent for Great Britain. He is already established in London, and thoroughly conversant, from former experience, with United Kingdom buying markets. Will carefully consider proposition for handling any of the following goods: woodenware, domestic and general; brooms; brushes and mops; furniture, office and domestic; domestic labour-saving appliances; hollow metalware and domestic utensils; bolts, nuts, rivets, nails and wire of all kinds; also general hardware sundries and specialties; paints, varnishes and enamels.

22 **R.S.**—A business man, who has spent three and a half years overseas in the Canadian Expeditionary Force, proposes to establish himself in Portsmouth, England, as a manufacturers' agent. He formerly lived in Portsmouth and has good connections there with millers, bakers, and confectioners, and would like to secure Canadian agencies in those lines.

23 **R.S.**—A returned soldier born in Belgium, but a resident of Canada before the war, who enlisted for overseas service and fought in the Canadian army, would like to represent Canadian manufacturers in Belgium and other European countries. Speaks fluently English, French, Flemish, Dutch, German and Italian.

24 **R.S.**—A soldier returned from France desires representation of Canadian firms in France and Belgium either in lumber or hardware. Would be willing to travel for any one who has secured an agency in above lines.

25 **R.S.**—Interpreter for France or Belgium.—A Belgian who served in the Canadian Army in France would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. He speaks both French and English fluently.

26 **R.S.**—A lieutenant of the British Naval Service, who was employed by the British Ministry in looking after the construction of a timber raft in Norway, and the taking of it from Norway to Ipswich, England, wishes to arrange to do similar work for Canadian companies in connection with the rafting of Canadian lumber overseas.

27 **R.S.**—A British subject who came all the way from Brazil to Canada to enlist in the Canadian army, having now returned from war service, wishes to get back to Brazil. He would like to arrange with a group of Canadian manufacturers to jointly employ him as agent in Brazil, each bearing a share of salary and expenses.

28 **R.S.**—Agency in Paris.—A French-Canadian colonel who fought in the Canadian army in France has established himself in Paris as a manufacturers' agent. He has taken a booth for the Lyons Fair from October 1 to October 15, 1919, and would be glad to arrange to represent any Canadian manufacturers who can get samples over in time. Direct representation of Canadian manufacturers desired. Will not deal with agents.

29 **R.S.**—Two young men of the Belgian army purpose establishing a commercial agency in Bruges, Belgium, and would like to communicate with Canadian manufacturers and exporters of produce.

30 **R.S.**—Interpreter.—A returned soldier born in France but resident in Canada before the war, and now a naturalized British subject, who enlisted for overseas service in the Canadian army, would like to act as interpreter for a Canadian firm engaged in reconstruction work in France and Belgium. Proficient in English, French and German languages.

31 **R.S.**—Machinery, clothing, foodstuffs.—Returned Canadian officer, who has formed an export and import business, wishes to get in touch with Canadian exporters of machinery, clothing and foodstuffs. Has offices already established in London and Paris, and will do an import as well as an export business.

32 **R.S.**—Representation in British West Indies, Bermuda and South America.—Lieutenant-Colonel who has been over four and a half years in active service overseas wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations with the British West Indies, Bermuda and South America. Speaks English, French and Spanish. Determined to promote the sale of "made in Canada" products. Best of references furnished.

33 **R.S.**—Demobilized Canadian officer, university graduate, just returned after four years' service (two years of which was in liaison with French army), wishes to get in touch with Canadian manufacturers desiring to establish export trade with Europe or South America. Has a good knowledge of Italian, and speaks, reads and writes French fluently. Also has an asset invaluable to manufacturers entering the French market: a well-studied understanding of French business customs, eccentricities, etc. If circumstances warranted would enter plants in Canada for period necessary to make him conversant with technicalities.

34 **R.S.**—A Danish-Canadian, who served in the Canadian army in France for four years, would like to secure agencies for Canadian manufacturers desiring to export to Denmark, Sweden and Norway. He speaks English, Danish, Norwegian, Swedish, Russian and German. Spent six and a half years in Copenhagen before coming to Canada.

35 **R.S.**—A demobilized Canadian officer who is returning early in November to Dublin, Ireland, where he is in partnership with one of the leading manufacturers' agents, desires to obtain for his firm connections with Canadian manufacturers.

36 **R.S.**—Former officer in the C.E.F. who has an excellent pre-war connection with grocers, wine dealers, co-operative stores and druggists in London, England, and in Belgium, is desirous of acting as resident sales representative for detail work in districts named. Salary on commission basis. Fluent in languages, excellent references, and able to show results. Would introduce new lines or work up lines for a firm already represented by agents.

37 **R.S.**—Representation in India and Egypt.—A returned Canadian officer of the Indian Army Reserve, with four years' service in France, India, Egypt, and Palestine, would like to communicate with exporters wishing to sell goods in India and Egypt. He can speak Hindustani and has good knowledge of Indian customs and the business cities of India. Is also familiar with conditions in Egypt and Palestine.

39 **R.S.**—A Canadian officer, who during the war served with the Polish army, wishes to represent a number of Canadian firms in Poland. He has already been invited by Polish officials to establish business in Warsaw and would later be able to do business with Russia. He is well acquainted with Premier Paderewski.

40 **R.S.**—Biscuits, jams, confectionery and extracts.—A soldier who served overseas with the Canadian army and who is well connected in Newfoundland, desires to represent Canadian manufacturers of biscuits, jams, confectionery and extracts.

41 **R.S.**—A Canadian lieutenant (five years' service) has established an office in Paris, and would like to get in touch with Canadian manufacturers of building materials of every sort. He is well connected and can give good references.

42 **R.S.**—A returned officer is making up shipments of samples and catalogues to send to his principals, an important Anglo-Russian firm, and would be glad to receive same from manufacturers or to communicate with them in this connection.

PROPOSED SAILINGS FROM CANADIAN PORTS

Subject to change without notice.

From St. John.

WEST ST. JOHN TO LIVERPOOL.

Scandinavian, C.P.O.S. Lines, about December 31; **Canadian Voyageur*, Canadian Government Merchant Marine, Limited, about January 8; *Metagama*, C.P.O.S. Lines, about January 10.

WEST ST. JOHN TO LONDON.

Tunisian, C.P.O.S.-Furness Lines (C.P.O.S.), about December 29; *Cornish Point*, C.P.O.S.-Furness Lines (Furness), about January 3; *War Peridot*, C.P.O.S.-Furness Lines (C.P.O.S.), about January 3.

WEST ST. JOHN TO GLASGOW.

Mottisfont, C.P.O.S. Lines, about January 3.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Venusia, Cunard Line, about December 31; *Sardinian*, C.P.O.S. Lines, about January 2.

WEST ST. JOHN TO NORWEGIAN PORTS AND COPENHAGEN.

Drammensfjord, Norwegian-American Lines, C.P.O.S., agents, about January 5.

WEST ST. JOHN TO MANCHESTER.

Manchester Mariner, Manchester Lines, about January 7; *Manchester Division*, Manchester Liners, about January 18; *Manchester Corporation*, Manchester Liners, about February 8.

WEST ST. JOHN TO HAVRE (FRANCE).

Lord Dufferin, Compagnie Canadienne Transatlantique, Limitée (Canada Steamship Lines, agents), about January 7; *Georgie*, Compagnie Canadienne Transatlantique, Limitée (Canada Steamship Lines, agents), about January 17; *Bilbster*, Compagnie Canadienne Transatlantique, Limitée (Canada Steamship Lines, agents), about January 27.

WEST ST. JOHN TO DUBLIN.

Ramore Head, Head Line, about December 29.

WEST ST. JOHN TO ST. NAZAIRE (FRANCE).

Alston, Marine Navigation Co., about January 3.

WEST ST. JOHN TO BUENOS AIRES, MONTEVIDEO AND ROSARIO.

Hyanthes, Houston Line, about December 30.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, *Algoa Bay*, *East London*, *Durban* and *Delagoa Bay*.

New Georgia, Elder-Dempster Line, about January 6; *Benda*, Elder-Dempster Line, about January 31.

WEST ST. JOHN TO AUSTRALASIAN PORTS.

Melbourne, *Sydney*, *Auckland*, *Wellington*, *Timaru*, and *Lyttleton*.

Orari, New Zealand S.S. Company, about December 30.

ST. JOHN TO LIVERPOOL.

Canadian Voyager, Canadian Government Merchant Marine, Limited, about January 8.

ST. JOHN TO KINGSTON, JAMAICA, AND HAVANA, CUBA.

Canadian Warrior, Canadian Government Merchant Marine, Limited, about December 30.

From Halifax.

HALIFAX TO LIVERPOOL.

Canadian Miller, Canadian Government Merchant Marine, Limited, about January 5.

HALIFAX TO RIO DE JANEIRO, SANTOS (BRAZIL), BUENOS AIRES (ARGENTINE).

Canadian Pioneer, Canadian Government Merchant Marine, Limited, about January 20.

HALIFAX TO HAVANA, CUBA.

Canadian Trader, Canadian Government Merchant Marine, Limited, about January 5.

HALIFAX TO BARBADOS, TRINIDAD AND DEMERARA.

Canadian Gunner, Canadian Government Merchant Marine, Limited, about January 18.

From Victoria.

VICTORIA TO YOKOHAMA.

Mexico Maru, Osaka Chosen Kaisha, about January 27; *Kashima Maru*, Nippon Yusen Kaisha, about January 10.

From Vancouver.

VANCOUVER AND VICTORIA TO KOBE, HONG KONG AND MANILA.

Tyndareus, Blue Funnel Line, about January 11 (Victoria, January 21).

VANCOUVER TO SYDNEY, MELBOURNE, WELLINGTON AND AUCKLAND.

Canadian Importer, Canadian Government Merchant Marine, Limited, about January 15.

VANCOUVER TO MARSEILLES, GENOA AND MEDITERRANEAN PORTS.

Mont Cervin, Dingwall, Cotts & Co., agents, about January 15.

VANCOUVER TO HONOLULU, SUVA, AUCKLAND, AND SYDNEY.

Niagara, Canadian-Australian Royal Mail Line, about January 27; *Makura*, Canadian-Australian Royal Mail Line, about February 18.

VANCOUVER TO KARATSU, SHANGHAI, HONG KONG AND MANILA

Melville Dollar, Canadian Robert Dollar Co., about January 25.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "the Deputy Minister, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Annuaire du Canada, 1905, 1907, 1910, 1912, 1914.
Annual Reports on the Reforms and Progress in Chosen (Korea), 1911-12.
Analytical Index to Customs Tariff.
Canadian Board of Trade Register, 1919.
Chinese Markets for Canadian Products.
Census of Canada, 1880-81, Vol. 2; 1880-81, Vol. 3; 1890-91, Vol. 1; 1890-91, Vol. 2; 1890-91, Vol. 3; 1890-91, Vol. 4; 1901, Vol. 1, Population; 1901, Vol. 3, Manufactures; 1901, Vol. 4, Miscellaneous Statistics; 1901, Vol. 5, Forest, Fishery, Fur, etc.; 1911, Vol. 2, Religions, Origins; 1911, Vol. 5, Forest, Fishery, Fur, etc.; 1911, Vol. 6, Occupations.
Census of Industry, 1917, Part 1, Agricultural Statistics.
Census of Industry, 1917, Part 4, Lumber, Laths, Shingles, etc.
Census of Manitoba, 1885-86.
Census of Manufacturers, 1916.
Census of the Northwest, 1885.
Census of Northwest Provinces, Population and Agriculture, 1906.
Census and Statistics, Monthly Volume, 7 and 8, 1914-15.
Census and Statistics, Monthly Volume, 9 and 10, 1915-16.
Criminal Statistics, 1914.
Commercial Organic Analysis, Volume 3, Part 1; Volume 3, Part 2.
Colonial Conference, 1894.
Canada Year Book, 1905, 1907, 1911, 1912, 1913, 1914.
Coal Fields of Nova Scotia.
Despatches between British Ambassadors relating to the European War.
Fourteenth Report of the United States Civil Service Commission, 1896-97.
Final Report of the Fuel Controller, 1919.
Heaton's Annual, 1917.
Handbook of Jamaica.
Imperial Year Book.
Journal of the Bath and West and Southern Counties.
Jubilee of Confederation (French and English).
Nova Scotia Laws, 1898, 1899.
Public Accounts, 1882, 1883, 1884, 1885, 1887, 1889, 1892, 1893-94, 1895-96, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910.
Pollution of Boundary Waters, 1914.
Report of the Coal Trade of Canada, 1918.
Report of the Grain Trade of Canada, 1918.
Report of the Special Trade Commission to Great Britain, France, and Italy. (English and French.)
Report of the Royal Commission on the Dispute respecting hours of Labour between the Bell Telephone Company of Canada and Operators at Toronto.
Report and Evidence of Commission and Inquiry into the Loss of the "Empress of Ireland."
Report of the Canadian Economic Commission to Siberia.
Russian Trade.
Reciprocity with Canada, 1911.
Report on the Cost of Living, 1915.
Report on the Need for the Suppression of the Opium Traffic in Canada.
Royal Society of Canada, 1914. Proceedings and Transactions, 3rd Series, Vol. 8.
Statutes of British Columbia, 1888, Vol. 1.
Timber Import Trade of Australia.
Trade with China and Japan.
Trade after the War.
Trade with South China.
Trial Shipments of Bulk Wheat by Panama Canal to the United Kingdom.
Wholesale Prices in Canada, 1890-1899, 1906-1911, 1910, 1913, 1914.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 76, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

H. R. Poussette, Acting Canadian Government Trade Commissioner, Aleutskaja No. 11, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada the Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and Its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia) 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts, with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911. (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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Can Commercial intelligence journal.
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